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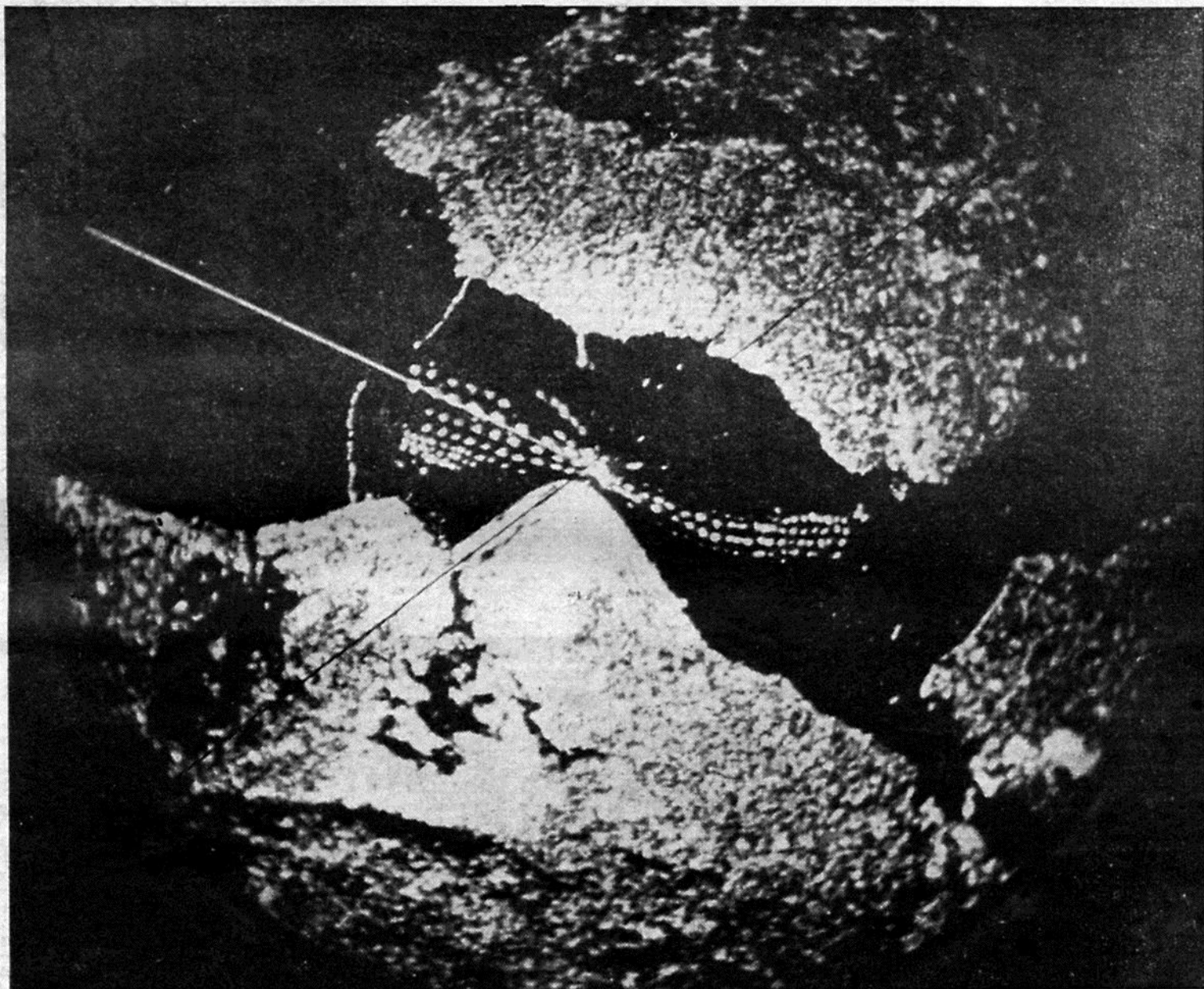
RADAR LOOKS AT NAVAL REVIEW

The Radar Plot Branch

H.M.S. DRYAD, in the village of Southwick, five miles north-west of Portsmouth, is the headquarters of the Navigation and Direction Branch and is the training school for officers who specialise in the navigation and handling of Her Majesty's ships. Officers who specialise in the direction of aircraft do their training in the action information organisation there before they go to H.M.S. Harrier in South-West Wales. It is the home and training school for the seamen who work with these officers, the radar plot ratings who man the action information organisation in ships. These men are responsible for operating the many different sorts of powerful radar sets which detect everything above the surface of the sea, including ships, shoreline and aircraft. They then sift, plot and display the information they have obtained in such a way that it can be readily understood and acted upon by the captain and by his officers who control the various weapons. It is also the home of the commissioned boatswains who are trained at H.M.S. Dryad, which thereafter becomes their Alma Mater.

The navigating officer, the direction officer and the men of the radar plot branch are all concerned with the operation of radar and with the clear plotting of all the information obtained from radar, asdic and wireless reports and by every other means so that the captain can fully appreciate the situation around him and so manoeuvre his ship and deploy his weapons to best advantage.

Ship-borne radar comprise many types. Some give warning of approaching aircraft to over 150 miles or obtain height of aircraft, others are specifically designed to detect ships or assist in navigation by locating buoys or the shoreline. Radar is carried in every type of ship, including submarines, and all except those specially designed for the control of guns are operated by men of the radar plot branch.



This photograph of an airborne radar display shows what radar can do. Readers will recognise the Fleet anchored in Spithead for the Coronation Naval Review on June 13, 1953. The entrance to Portsmouth Harbour and Southampton Water can be clearly seen, and Ryde Pier on the Isle of Wight shows up clearly with a ferry going alongside.

RADAR NUMBER

See Centre Pages
for
Special Article and
Pictures

DRAFTING FORECAST

COMMISSIONING PROGRAMME FOR THE NEXT SIX MONTHS

THE FOLLOWING Portsmouth-manned ships are expected to commission during the next six months:

FOR GENERAL SERVICE

September 15: H.M.S. Whitesand Bay (Home Fleet/East Indies).

October 26: H.M.S. Charity (Mediterranean/Home Fleet).

Early December: H.M.S. Agincourt (Mediterranean/Home Fleet); H.M.S. Barrosa (Mediterranean/Home Fleet).

Late December: H.M.S. Magpie (Home Fleet/South Atlantic).

Late January: H.M.S. Sheffield (Mediterranean/Home Fleet).

March: H.M.S. Scorpion (Mediterranean/Home Fleet); H.M.S. Morecambe Bay (Home Fleet/America and West Indies).

FOR FOREIGN SERVICE

January: H.M.S. Concord (Far East).

February: H.M.S. Newfoundland (Far East); H.M.S. Wren (Persian Gulf).

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PORTSMOUTH

Navy News

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EDITORIAL

THE LEAVE period has much reduced the volume of Command news. This has given opportunity to publish those articles which, by reason of length, had been held over until space and circumstances were favourable.

The cold and wet season which has masqueraded as summer has exploded the dictum, "Second Leave's Best." This disastrous summer, the subject of a recent radio talk, has given Admiralty rain strong publicity. So have we. Apparently it all comes from the Atlantic. In future, we suggest that ships returning to port for leave fire their cannon (to simulate fire crackers) or pursue devious and tortuous courses. Only by such methods may we thwart, frighten and bewilder the weather devils from their purpose.

Readers of the NAVY NEWS, particularly those who live in rural areas, are asked to bring the Command newspaper to the notice of their retired friends. Walking your rural or civic rounds for such an errand has social attractions. A guide dog rather than a compass may be an asset, and to those whose problem of a birthday present is real and pressing, may we suggest an annual subscription, 4s. 6d. post free. Of course, the cachet of excellence to your gift would be a birthday announcement in the personal column. Such a personal service is capable of extension to other anniversaries. And for engagement notices, too!

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NAVAL CLUBS . . . 3 Navy in Parliament

The Trafalgar Services Club

Edinburgh Road, Portsmouth



THIS CLUB is situated in Edinburgh Road, on the main road to the Naval Barracks and H.M. Dockyard. It opened on December 14, 1906, and for 48 years its doors have never closed; more than three million men have slept in its bedrooms.

Sandwiched between two public houses, the Trafalgar might escape notice altogether, but a step inside will quickly disclose that it has the accommodation and amenities of a really good club. Its restaurant has a high reputation for the food it offers, and its attractive lounge is a haven in which to read, chat or listen to the radio. Other public rooms are the writing room, in which has been installed a large screen television set, and the games room for billiards, snooker, bar billiards, darts and table tennis.

Sleeping accommodation consists of 18 bed sitting-rooms and 250 single cabins. Other facilities are a clothes pressing room, a cycle store, and a barber's shop.

The Trafalgar is owned by the Church of England Soldiers', Sailors' and Airmen's Institutes, an association with headquarters in London, whose purpose is to open and maintain clubs in the principal Service stations

(at home and abroad) which shall be available to Service personnel irrespective of creed, but which makes special provision for churchmen by having a chapel in each club. The meetings of the Trafalgar Christian Fellowship held in the club's chapel on Monday and Wednesday evenings are a very live concern.

The association leaves the day-to-day running of the Trafalgar to a local committee which consists almost entirely of officers and ratings of ships and establishments in the Portsmouth Command, and quite understands that all grants, subscriptions, etc., that are specifically made to the Trafalgar must be spent for the benefit of the club. The Local Committee is most anxious that all should know that the major reconstruction of the Trafalgar, which was carried out during 1948 and 1949, and the many other improvements and additions that have been made since, could not have been done without the very generous financial help which the club has received from King George's Fund for Sailors, the Royal Naval Benevolent Trust, the Commander-in-Chief's Benevolent Fund, and the association to which it belongs.

The Local Committee of the Trafalgar tends to do all it can to provide in this club a place where ratings can find rest and refreshment, both bodily and spiritual, in a cheerful atmosphere. It extends a special welcome to all New Entry ratings to make use of it and its facilities. The day-to-day costs of running a club of this size, whose doors are never closed, still continue to rise, and the committee will be glad if welfare committees will bear this in mind, whenever making grants from available funds.

COASTAL FORCES
WAR MEMORIAL

ON FRIDAY, September 17, 1954, the Coastal Forces War Memorial, commemorating those officers and men who laid down their lives in the second World War is to be unveiled at H.M.S. Hornet from whence so many of the "boats" sailed never to return.

The Memorial was designed by Mr. Charles Jerram, of Donald Hamilton, Wakeford & Partners, who served with distinction in Coastal Forces and has generously given his services as architect free of cost. It is being built by the Bath and Portland Stone Firms Ltd., assisted by John Hunt, of Gosport; much valuable advice and assistance has been given by Portsmouth Dockyard departments.

The simplicity of design is a fitting tribute to those who so quietly and efficiently went about their hazardous missions. That the spirit of those who served in the "boats" lives on in those who, though ready, were not called upon to pay the supreme sacrifice, is shown by the number who have contributed to the cost of the Memorial; 500 donations have so far been received, ranging from a few postage stamps from an old-age pensioner to an anonymous gift of £300.

The War Memorial will be dedicated by the Venerable Archdeacon F. N. Chamberlain, Chaplain of the Fleet. The unveiling will be performed by Mrs. Catherine Hitchens, the widow of Lieut.-Cdr. Robert Peverell Hitchens, D.S.O. and Bar, D.S.C. and Bar, R.N.V.R.

House of Lords

IN THE House of Lords on Tuesday, July 27, in the course of a debate about the Navy Estimates, a number of Peers, some of them ex-Navy and Royal Marine Officers, showed great interest in, and knowledge of, naval affairs, and searching questions were asked about new naval construction, living conditions in ships, and future naval strategy.

Question Time in the House of Commons

On August 12 the Parliamentary and Financial Secretary to the Admiralty (Commander Allan Noble) replied to a series of questions about the administration of the Greenwich Hospital and Travers' Foundation and particular mention was made of the Royal Hospital School, Holbrook, Suffolk, which provides education for the sons and orphans of naval personnel. Amongst points covered in his answer was the fact that the boys do not have their careers chosen for them and a boy can take up any career he likes. A large number of boys go into the Navy but others have left Holbrook for many walks of life and professions.

On July 14 the First Lord of the Admiralty was asked what changes in the method of entry and training of apprentices is contemplated at Her Majesty's Dockyard, Sheerness, to which he replied:

"No immediate change in the method of entry and training of apprentices in Her Majesty's dockyard is contemplated although the possibility of some modification is under consideration."

Also on July 14, in reply to a question whether his attention has been drawn to the fact that foreign agents have been taking photographs of Her Majesty's latest warships at Portsmouth from the deck of Nelson's flagship, H.M.S. Victory, and what action he proposed to take, said:

"I have no reason to believe that valuable intelligence can be obtained by photographs taken by visitors to H.M.S. Victory."

On July 21 the First Lord of the Admiralty was asked if, in view of the fact that many men do no intensive course during their period of annual training, he will give the details of what men, undergoing such training, have to do during this period. In his reply the First Lord said:

"I cannot accept the implication of the question. During their period of annual training, National Service reservists either do intensive courses or have practical experience in their duties, often afloat. The value of part-time service both to the Service and the individual is under constant review, and if the hon. member will send me particulars of any cases in which he

considers our arrangements are deficient I will look into them."

The First Lord of the Admiralty was asked if he will arrange for the marriage allowance to be paid to the wives of men at the end of the first week of training in order to avoid hardship. The First Lord replied:

"Existing arrangements provide for payment of marriage allowance for reservists under training by the end of the first week. Standing instructions emphasise that applications must be dealt with promptly."

On the same day the First Lord of the Admiralty was asked how much it was planned to spend on the Royal Navy in the three-year programme beginning in 1951; how much was actually spent in the period; and the value of this amount, in terms of 1950 prices, to which he replied:

"The accelerated rearmament programme which was launched in the early spring of 1951 envisaged the spending of up to £1,025 million on the Royal Navy during the three years 1951 to 1954. Actual expenditure over that period has been approximately £976 million; the exact figure for 1953-54 is not yet known."

"The provision made in Navy Votes to meet price and wage increases between the end of 1950 and April, 1954, amounted roughly to £60 million."

The First Lord of the Admiralty was also asked the rate of pension for a retired Lieutenant-Commander at the end of the 1939-45 war, and what variations have taken place since. The First Lord replied:

"£440 a year was the rate at the end of the war. This has now been increased to £448 5s. A supplement for war service is also payable subject to an overriding maximum of £475. For officers who retired between December 19, 1945, and August 31, 1950, the rate is £475; and for those who have retired since then, £500."

The First Lord of the Admiralty was also asked if, in view of incidents in Portsmouth Harbour on Friday, July 16, in which persons were in the water for an hour awaiting rescue, despite efforts by individual sailors from H.M.S. Phoenix and by the police, who themselves had to be rescued, he is satisfied that adequate rescue facilities are available in this area; and if he will take such action as is necessary. Replying, the First Lord said:

"I am satisfied that in the circumstances everything possible was done by the ship's company of H.M.S. Phoenix and, in particular, by the two sailors who, like the policemen, showed a commendable disregard for their own safety. I do not think that any other precautions are practicable in this remote part of the harbour."

Portsmouth Command
R.N. Cycling Club

NOW THAT the racing season is drawing to a close, the fight is on amongst the faster members to decide who will hold the club's "Best All Rounder" trophy. Electrician D. Bowditch, of H.M.S. Excellent, as good as puts his name on it with a ride of 243 miles in the Poole Wheelers twelve-hour open event on Sunday, August 22. Considering that this was partly rode in a thunderstorm plus a puncture and the after effects of a few pints of stout and mild, Bowditch will be a very hard man to beat over the longer distances. Also riding was S.C.P.O. Clarke and C.P.O. Robertson. Clarke is now riding his fastest times after 13 years of cycle racing, which all goes to show that the ditty about "three badges red" does not always hold true. It appears that the older members are putting up the faster times.

Fastest 100?

Bowditch also rode a good race in the Southampton Wheelers Open 100, which he completed in 4 hours 26 minutes. He came third in a field of good class riders and was the fastest rider up to the 75-mile mark. It is understood that this may well be the fastest 100-mile time in the Portsmouth district.

Able Seaman A. Paxton, a Chatham based member of H.M.S. Vernon, won

the Massed Start Championship at Lee-on-Solent on July 11. He has since represented the Navy in the Inter-Services Track Championships at Herne Hill and also broke the Navy 25-mile record with a time of 1 hour 1 minute on the Meon Valley Course. Unfortunately he hit a dog whilst out training and is now reposing in R.N.H. Haslar with a broken collar-bone, etc., which puts him out of the running for the Navy Best All Rounder.

Unfortunately the club has again been hit by draft chits. We are now convinced that the Drafting Commander has at some time or other been hit by a cyclist and is reaping his revenge. We say farewell to S.C.P.O. Clarke, our Open Event Racing Secretary, who is off to Singapore, and also to Electrician D. Bowditch, our Club Event Racing Secretary, who joins H.M.S. Montclare very shortly. Their help will be greatly missed, especially in view of the forthcoming tandem 30-mile event on September 12.

Marshals for the 30-mile tandem event are urgently required, and anyone who can propel himself to the Chichester area on September 12 should contact P.O. Writer Carter in Royal Naval Barracks or at our headquarters, The Nelson Tavern, Unicorn Road, on Wednesday evenings.

Longmarker.

ADVANCEMENT PROSPECTS

1954-55

"For what advancement may I hope from thee?"—Hamlet, Act III, Sc. 2.

THIS ARTICLE deals with advancement from the Port Division Advancement Rosters. It does not refer in any way to the advancements to the "Able" rate or "Class" advancements authorised by commanding officers.

The following may help in understanding the basic principles of advancement.

How is an Advancement Roster controlled?

Rosters are controlled by the "basic date," and once ratings are fully qualified and recommended for the next higher rate they are placed on their roster in the order of basic dates. The way these basic dates are worked out vary in different branches: they may depend upon seniority in the rating held, or upon the date of passing for the next higher rate, or on a system of "points." This last is a combination of seniority and date of passing and applies to the artificer to chief artificer rates. The basic dates control the order in which ratings are advanced and can be improved upon by recommendations for accelerated advancement, commonly known as "red" recommendations. Recommendations are awarded half-yearly, on May 31 and November 30.

It is not often appreciated that in branches where the basic date depends on seniority, a rating may enter the roster ahead of another rating already there; this happens when a man qualifies for the higher rating later than another man who is his junior.

What benefits are obtained by, and is there a limit to the number of red recommendations?

For advancement to the leading and petty officer rate each red recommendation advances the basic date by two months. For advancement to the chief petty officer rate the first red recommendation advances the basic date by two months, the second by three months, the third and each subsequent red recommendation by four months. If the basis of the roster is on points, each red recommendation is worth four points.

Although there is no limit to the number of red recommendations which may be awarded to any one rating, there is a limit to the number which may be awarded by a ship or establishment. This limit is approximately one red recommendation to every five men fully qualified for advancement.

What is the effect of a non-recommendation?

A non-recommendation for advancement entails the removal of a man's name from the advancement roster. Only by obtaining a recommendation at one of the half-yearly recommendation periods can such a rating be replaced on the roster. He then resumes his original position. Although there is thus no penalty for a non-recommendation when a rating is not near the top of the roster, such a non-recommendation when a rating is at or near the top of the roster can result in the loss of a considerable amount of seniority in the next higher rate.

How is the rate of advancement controlled?

The number who may be advanced depends on the number of billets allowed in each rate and branch. Every

year the Admiralty promulgate Port Division numbers for each rate and branch of the Service. It is by these numbers that the rate of advancement is controlled. In arriving at the Port Division numbers the number of men due for release, promoted to officer, etc., is taken into consideration.

Advancements are made in vacancies, that is, as ratings are discharged to shore, advanced to a higher rating, etc., qualified and recommended ratings are advanced in the resulting vacancies.

If in any one year the allowed numbers are more than were allowed in the previous year, then the number to be advanced will be increased. Conversely, if the allowed numbers are reduced an overbearing will occur and no advancements can be made until the overbearing has been eliminated. If, however, the overbearing is large or will take a considerable time to eliminate, advancements are made by "trickle": that is, up to two per cent. of the total number allowed may be advanced every six months.

For example: Supposing the number of chief petty officer stoker mechanics allowed is 220 and there are actually 220 borne, but the revised Port Division numbers reduces the allowed number to 200—an overbearing of 20 is caused. Advancement would be made by "trickle," and four petty officer stoker mechanics would be advanced to chief petty officer stoker mechanics every six months.

If a roster is dry and the numbers are underborne, men are advanced as soon as they become fully qualified for advancement. A roster is called "dry" when there are no qualified men on that particular roster.

Do Re-Entries, men on Fifth-Five engagements and Non-Continuous Service Engagements make a difference?

All Re-Entries and men on Fifth-Five engagements count against the Port Division numbers, but men serving on non-continuous service engagements do not.

Sea Service Qualification.

A man's advancement may be held up by the lack of the sea service qualification. Although fully qualified in other respects no rating can be placed on the advancement roster until he has obtained the sea service qualification. If you are not certain of the requirement for your particular branch you should consult your divisional officer. Volunteers for sea service to qualify for advancement always receive sympathetic consideration from the drafting authorities.

Two points worthy of note are no sea service before the age of 17½ years counts for advancement purposes, and sea service in most branches must be in a ship that is regularly seagoing or proceeds to sea from time to time (e.g., submarine depot ships). Time in the Reserve Fleet counts as sea service for advancement in the cook and steward branches.

Educational Qualification.

The educational qualification is required for advancement to the leading rate from the able rate, and as for sea service, the lack of the educational qualification will prevent a man from being placed on the roster. It is to everyone's advantage to pass E.T.I as soon as possible.

It should be noted that a stoker mechanic must possess the educational qualification before appearing before a Fleet Board for leading stoker mechanic.

What are the Advancement prospects now?

The advancement prospects to March, 1955, are, generally speaking, fairly good as far as the petty officer rate, but advancement to the chief petty officer rate is slow in most branches. For a clearer picture we will look at each branch.

Engineering Branch.—Advancement to chief engine room artificer is in vacancies, and we expect to make eight during the year. The chief mechanic roster is "dry" and we are underborne. Advancement to this rate is immediate for those who pass now and are fully qualified.

We are overborne in chief petty officer stoker mechanics and advancement to this rate is by "trickle." It is expected, however, that the overbearing will be eliminated by the end of next year. Advancement will then be in vacancies.

Advancement to petty officer and leading stoker mechanics is good, with little delay after becoming fully qualified. To sum up, one can say the door is wide open for advancement through to petty officer stoker mechanic.

Communications Branch.—In the telegraphist branch advancement to the chief rate is slow; we are up to Port numbers and advancement is in vacancies. Advancement to the petty officer and leading rate is also in vacancies, and looking at the estimated discharges we expect to make 10 petty officers and 20 leading telegraphists by the end of the year.

In the signal branch advancement to chief yeoman, yeoman and leading signalman is as for the telegraphist branch.

Ordnance Branch.—We are underborne in chief ordnance artificers and the roster is "dry." Advancement to this rate is wide open for those who pass and are otherwise fully qualified.

Electrical Branch.—We are slightly underborne in chief electrical artificers and the roster is "dry." In the electrical and radio electrical branches advancement to the chief rate is slow, and it is expected to be so for some time. The rosters for advancement to electrician, radio electrician and leading radio electrician's mate are "dry," and advancement is wide open for those who pass and are otherwise fully qualified.

Although we are overborne in leading electricians' mates, the underbearing of electricians allows us to advance a few electricians' mates each month.

The roster for chief radio electrical artificer is "dry" and we are underborne; once again advancement to this rate is immediate for those who pass and are otherwise fully qualified.

Seaman Branch.—Advancement to chief remains slow. It is expected that about 15 will be made before the end of the year and the numbers to be made each year for the next few years should not fall below 30 or 40.

Advancement to petty officer is good, though the time when we advanced men as soon as they passed is over—at any rate for the time being. A wait of about one to two years after passing seems to be the prospect at the moment. The roster for leading seaman is small and those who pass for this rate will not have long to wait before advancement.

Supply Branch.—The shortage categories here are stores petty officer (S) and (V) and leading cooks (S) and (O). These rosters are "dry" and advancement comes immediately a rating is fully qualified.

There is still an overbearing in chief petty officer writers and petty officer cooks (S) that will take a time to work off. The small overbearing in chief petty officer cooks (O) will not take long to eliminate. "Trickle" advancement is operating for advancement to these rates.

Advancement to petty officer writer is proceeding steadily in vacancies.

Advancement to leading writer, leading stores assistant (S) and (V), which has been slow for some time, is now showing a steady improvement and this is likely to continue throughout 1955.

Advancement to leading steward remains good, and it looks as though the roster for petty officer steward may be "dry" before the end of the year.

Continued on page 5

BOOK REVIEWS

I BOUGHT A PRAWNING BOAT: E. Delmer-Morgan. (Arthur Barker, 12s. 6d.)

This is something better than the usual run of books on "mucking about in boats" by amateurs whose sailing enthusiasm far exceeds their literary abilities. It has three points in its favour. Firstly, it is well, though unpretentiously written. Secondly, the author does not weary us by constant reference to "good old Jack" and "dear old Jill," and other nebulous and uninteresting friends. Thirdly, the writer has not set out to glorify himself. His boat is the leading lady; Laura, a leading lady with a past out of which come strange ghosts, ghosts whose stories Ibsen might have put upon the stage, ghosts who loved and envied and were lost in a cry in the night. But they live for the present, Laura and her owner, a mellow pair still good for a brisk fling with whatever sea or shore may have to offer. It is a pity, perhaps, about the uninspired photographs, but there is one fine drawing that rises to its occasion; and, of course, this is emphatically not a manual.

PIRACY: George Woodbury. (Elek, 15s.)

A light-hearted account of the noble art of piracy combining scholarship and a wholly delightful sense of humour, this is right heartily commended to those who have acquainted themselves with the adventures of Louis le Golif in "The Adventures of a Buccaneer." Here are to be met those spirited ladies Ann Bonney and Mary Read, who practised with considerable success in what has always been regarded as a male profession. They are said to have concealed their sex from their colleagues, although, if they did so in the attire pictured in the reproduced contemporary prints, pirates must have been singularly lacking in perception. It is to be regretted that both the ladies violated professional etiquette by becoming mothers and thus escaping the customary hanging. The book has its disappointments—who can learn with equanimity that walking the plank was not in fact normal procedure? "Sometimes," the author tells us, "the living were (thrown overboard) too, but this was rare and

under extreme provocation and was never the result of piratical *joie de vivre*." Faith was a little restored by the discovery that marooning was done by some of the best pirates. Spelling throughout the book is, alas, American.

PEOPLE OF THE SEA: David Thomson. (Turnstile Press, 12s. 6d.)

Old half-forgotten songs, buried rivers of legend running darkly in the memories of the remnant of the Celtic peoples, helped to persuade David Thomson to his quest for the truth of the grey seal, whose human cry in the long western nights has echoed the fears and longings of the dwellers between the mountain and the shore. This book slips easily in the manner of the Celt from the here to the hereafter, from the scientific data of Dr. Ludwig Koch to the seal voices that merge with gulls' crying and the thunderous surge of the Atlantic round far-off skerries. It is not everyone's book. But it will find answers and awareness in the minds of those who on night watches and in still moments have felt about them some compelling presence, the spirits of the quiet, lonely places.

THE ENGLISH FLOTILLA: Hugh Hickling. (Macdonald, 12s. 6d.)

This is a convincing story. The flotilla is a flotilla of tank landing craft, officered and manned for the most part by temporary R.N.V.R. officers and hostilities only ratings, engaged in working up for the Normandy landings. These people are all efficient after their fashions, but the sea is for them a momentary experience. Here is the ring of authenticity, the lawyers, the clerks, the schoolboys living in their maritime suburbia, war-fever giving them the necessary impetus to commit openly the sins, great and little, which in their own proper habitat they would commit secretly or not at all. Below the tale is a significance, a symbolism almost medieval. The names of the characters bear the savour of their souls, names in themselves not unusual, but possessed of a peculiar appropriateness as applied. There is some reflection of himself for every man who reads this book.

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ASK JOHN ENGLISH

Admiralty Hiring Scheme

Pardon my writing to you, but I would like to know if my husband and I are eligible for the Admiralty Hiring Scheme.

My husband, a Petty Officer, is 21 years of age, and is serving a regular engagement, but being a Fleet Air Arm rating his home base is Lee-on-Solent, therefore he is eligible to serve in ships or stations of other commands. At the moment he is serving in Korean waters, on a Devonport ship, classed as Detached Fleet. This I daresay is a difficult and complicated question.

May I hope for an early reply,

Yours faithfully,

P. W.

Thank you for your letter to the PORTSMOUTH NAVY NEWS regarding your eligibility for a house under the Admiralty Hiring Scheme.

As H.M.S. Warrior is at present abroad and you cannot be with your husband at his place of duty you are not, at present, eligible to come under the scheme. As far as one can tell at present, when the ship returns to this country her personnel will be eligible

to come under the scheme when living in daily travelling distance of the ship.

I hope that this gives you the answer you require.

Changing Branches

Could you please tell me why an easier method cannot be found of changing branches?

Yours faithfully,

"Steward"

I don't altogether agree with you that the present system is particularly difficult or complicated. You must remember that the present system avoids unnecessary requests which are put forward as the result of a passing whim and are of no use to the man or the Service. Moreover, the Admiralty has no easy job planning the intake of recruits correctly to maintain the proper balance between the various branches of the Service, and this would become impossible if indiscriminate transfers between branches were allowed. Don't forget, also, that you have had an expensive training for one branch, and that the taxpayer cannot afford to give men a lot of retraining for other branches!

Stamp Collecting

(Continued from August issue)

THE COUNTRY of the Empire first to issue stamps after Great Britain had given the lead was Mauritius. Happy the man who, rummaging through his grandmother's correspondence finds either a Post Office penny Mauritius orange-red or a twopenny deep-blue stamp; he has found stamps each with a catalogue value of £5.000. They were locally engraved in the island in the year 1847. Since only about 20 copies of these have been found in the world, success in locating one would be world news.

Exciting finds are sometimes made. For instance, at a book auction in a small town in the U.S.A. a bidder purchased half-a-dozen musty, tattered books. To his amazement, when looking through them, he found an early Hawaiian missionary stamp valued at thousands of pounds. In all your ports of call be certain to visit the small stamp shops; when you have gained experience you will have your exciting finds.

Stamps of certain countries which are unpopular with collectors can often be bought cheaply, since in purchasing them you are not purchasing bargains.

The real answer to the question, "What is a stamp worth?" is "What can you get for it?"

Incidentally, in the British Museum you can see a very fine collection of

classic British Empire stamps, and to a budding collector a few hours spent browsing would be profitable.

Errors in British Empire stamps are uncommon. Hence, when such errors do appear, auction prices are usually high. For example, only a few weeks ago a Victorian Hong Kong stamp with an inverted over-print sold for £75. The catalogue value of the stamp with the normal over-print is only about £2 10s. Study your catalogue, note the detail, use your eyes, and, regarding the country you are collecting, try to know a little more about its stamps than the vendors. You may build up quite a good collection at a reasonable price.

Another fascinating aspect of the hobby is the collection of stamps with unusual postmarks. For instance, the Victorian stamps of Hong Kong were used in the Chinese treaty ports and also in Japan. Some of these are extremely rare; a recent auction realisation of a Hong Kong stamp used in Nagasaki, Japan, was £26 (postmark N2). Early Mauritius used in Seychelles with postmark B64 are extremely rare and valuable. Early Indian stamps used in the Persian Gulf and Aden fetch good prices. Postmarks are a specialised field and present fun and excitement when you become more experienced. Good hunting.

Place a regular order with your
newsagent for

NAVY NEWS

THE ROYAL NAVAL ASSOCIATION HAVANT BRANCH

THE MOST important event during August was the news from the general secretary that our patron, Her Majesty The Queen, has graciously granted a Royal Charter to The Royal Naval Association. This is a very great honour and we expect a further announcement on this subject from headquarters shortly.

A standard-bearer's sash and framed photographs of our standard dedication parade were recently presented to us. Both presentations were made by members in gratitude for the friendliness and comradeship of the branch. The gifts were accepted for the branch by our president, who said that we very much appreciated the thoughts behind them.

The Rev. D. G. C. Caiger, our branch padre, will be leaving us during September. He will be very much missed in the branch, where he has carried out a number of welfare duties in a most quiet, friendly and efficient way. Apart from work outside he has always been most popular at branch meetings. We are glad to hear that his new appointment is St. Helen's, Isle of Wight.

NAVAL HOME INDUSTRY

THE NAVAL Home Industry was founded in 1917. Its object is to enable widows, orphans and dependants of Royal Navy and Royal Marine personnel to be trained and employed in remunerative work as well as to provide congenial society and a healthy occupation to those who need it, and to give advice and financial assistance where necessary.

The goods produced are chiefly ladies' coats, skirts, jumpers and cardigans. In addition, some customers have articles specially made to their own specification and many individual designs are prepared and made up.

New entrants are trained in first-class knitting and crochet. Small payments are made during the training period and subsequent payments are made weekly according to the work done. All work is paid for. Rates of payment are kept as high as possible.

Readers of NAVY NEWS are invited to visit the Industry at 41 Clarence Parade, Southsea, preferably not on Friday or Saturday. Interest in the workers and the articles produced is much appreciated. Visitors will not be pressed to buy. There is a great need for additional workers at the moment. Applications for employment should be made personally or in writing to the Superintendent, Naval Home Industry, 41 Clarence Parade, Southsea.



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NAVAL ALLOTMENTS ARRANGED

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FOREMOST EVER SINCE

ATOMIC ENERGY RESEARCH ESTABLISHMENT—HARWELL

There are a considerable number of vacancies at Harwell for ex-Royal Navy personnel, or those to be released during 1954-55, especially in the following classes:

**ENGINE ROOM ARTIFICERS
ELECTRICAL ARTIFICERS (INSTRUMENT AND RADIO)
ORDNANCE ARTIFICERS
RADIO ELECTRICIANS**

Other Tradesmen are required and should apply.

There are also vacancies for both men and women for Resident Catering and Hostel posts, Process Work, Security Watchkeeping, Laboratory Attendants, etc. Further details are set out in the booklet "Careers in Atomic Energy" which can be obtained from the address below, or from the Re-Settlement Officer, Royal Naval Barracks, Portsmouth.

SENIOR LABOUR MANAGER, A.E.R.E., Harwell, Didcot, Berks.

W.R.N.S. NOTES . . .

Director, W.R.N.S., Visit

DAME MARY K. LLOYD, D.B.E., Hon. A.D.C., visited H.M.S. Mercury on Monday, July 19, 1954.

The Director arrived by car at 10.15 a.m. and was conducted round the Establishment by Capt. J. R. B. Longden, O.B.E., R.N. She visited every department where W.R.N.S. ratings are employed on various duties. Also the Signal School where the trainees in classes 57, 58, 59 and 60 were rehearsing a semaphore display to music in readiness for the performance which was presented to the public during August Navy Days.

The Director expressed her pleasure with all that she saw and commented on the smart appearance of the W.R.N.S. ratings. The staff responsible for the high standard of the W.R.N.S. Quarters were congratulated by the Director.

W.R.N.S. Ratings

Chief Wren A. Hansford, Quarters Assistant, has recently signed on to complete time for pension, and is now serving in H.M.S. President. She spent 20 busy months working in the Duchess of Kent Barracks. Her duties included accommodation commitments for the Coronation contingent, the Naval Review parties, the Royal Tournament group whilst under training, and the W.R.N.V.R. ratings training for the R.N.V.R. Jubilee.

Chief Wren Hansford also served on the Port Canteen Committee. It is thought that all the W.R.N.S. ratings who are quartered in the Duchess of Kent Barracks would like to express their gratitude to her for all that she did on their behalf and to wish her success in H.M.S. President.

Higher Education Test

The next examination will be held in November, 1954. W.R.N.S. ratings who wish to sit the English and General Knowledge papers are advised to attend the classes in Royal Naval Barracks commencing Wednesday, September 1. In the past W.R.N.S. candidates have proved themselves apt pupils and achieved good results. It is hoped that this high standard will be maintained.

W.R.N.S. Officers

This month we say farewell to First Officer M. R. Bammant, Officer-in-

Charge W.R.N.S., H.M.S. Victory, who is leaving after two and a half years with us to take up a new appointment. We wish her happiness and continued success as Officer-in-Charge W.R.N.S., R.N.A.S. Culdrose. In her place we welcome to Portsmouth First Officer E. M. Foster Hall from H.M.S. President, hoping that her stay will be a happy one.

Second Officer J. Laing has relieved Second Officer M. B. Hall in H.M.S. Mercury. Third Officer R. J. Moore has relieved Second Officer H. D. R. Lodrup in H.M.S. Dolphin. Third Officer D. P. Swallow has relieved Second Officer E. M. Low in H.M.S. Collingwood.

Lecture Series

It is intended that a series of lectures will commence this autumn. The subjects will cover W.R.N.S. history, policy and administration. Those attending will be given the opportunity to give short talks and join in general discussions.

Further information will be promulgated later in W.R.N.S. Daily Orders.

Sports Day, Royal Marines Barracks

Sports Day at the Royal Marines Barracks was held on July 14. W.R.N.S. personnel assisted with the preparation of tea and the issuing of tea tickets to the many spectators who were present.

W.R.N.S. relay teams were invited from other establishments. The race was won by H.M.S. Dædalus.

P.O. Wren J. E. Streeter won the high jump and long jump. Wren K. P. Geary was the winner of the 100-yard event. Wren E. A. Munn, K. P. Geary and S. Jones were the winners of the three novelty races.

W.R.N.V.R. Annual Training

Two coders, on victualling and one clothing rating arrived at H.M.S. Mercury on August 15 for 14 days' training. Also the Leading Wren wireless telegraphists. The Leading Wrens are studying for Part A of the R.N.V.(W).R. advancement course for petty officer wireless telegraphist rate.

The following W.R.N.V.R. ratings took part in Exercise "Haul" during their annual training: E. Kenworthy, P.O. Wren Telegraphist, H.M.S. Eagle; M. Brothwick, Wren Telegrapher Operator, H.M.S. President;

A. Symington, Wren Coder, H.M.S. Graham; M. B. Ross, Wren Coder, H.M.S. Graham; S. M. C. Little, Wren Coder, H.M.S. Graham.

During their annual training the W.R.N.V.R. ratings take their full part in Unit activities both in and out of working hours.

They are to be commended on the way in which they so readily adjust themselves to Service conditions in the short space of time they remain with us.

August Navy Days

As in previous years members of the W.R.N.S. drawn from all establishments in the Portsmouth Command sold programmes in the dockyard.

During Bank Holiday Sunday the Victory ratings sold the record number of 5,400 programmes. Leading Wren S. Taylor was the top scorer with 600 sales to her credit.

Seven W.R.N.S. ratings also assisted with selling copies of this newspaper in the dockyard on all three days.

Victory Gala Day

Sixteen W.R.N.S. officers and ratings entered exhibits in the Produce Show on the Victory Gala Day. The following won prizes and commendations: Sponge cake: Highly commended, Wren Woodhouse; fancy cakes: 1, P.O. Wren I. C. Wiltshire; highly commended, Leading Wren D. M. Miles. Brandy snaps: Highly commended, Third Officer D. Chapman. Sausage rolls: 1, Wren S. Hunter; highly commended, Wren D. M. Vanstone. Fudge: 1, Chief Wren J. W. Ramsay. Mixed flowers: Highly commended, Wren P. M. Linward.

Variety Show—H.M.S. Mercury

The ship's company variety show took place on July 19, 1954. Many Wrens of all rates contributed towards the success of the show by taking part in sketches, singing and dancing.

Athletics

Leading Wren D. J. Davies, H.M.S. Mercury, was selected for the Combined Services (Women's) Team to meet the Combined Universities and Southern Counties W.A.A.A. on Saturday, July 31, at Motspur Park. The Combined Services (Women's) Team

Continued on page 9

NAVY BABIES

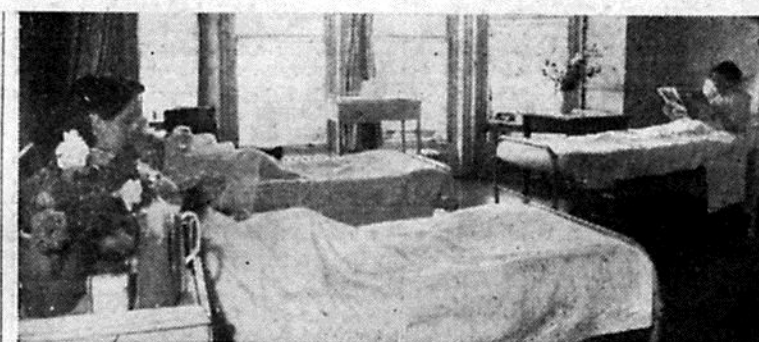
BOWLANDS, AS the Royal Naval and Royal Marine Maternity Home is affectionately called by all those who have cause to know it, has a proud record dating from the end of the First World War when various generous benefactors enabled the establishment and maintenance of a naval maternity home in Portsmouth to become a reality, and no longer a dream. A subscription of £3,000 from the Women of Canada, and £10,000 from the Overseas Fund of the Navy League, were the chief financial bricks on which the home was built, and it was formally opened in August, 1921.

Dame Elisabeth Kelly, D.B.E., was one of the first members of the committee and she remains a strong and guiding influence over the affairs of the home as vice-chairman of the council of management. She it was who, on the outbreak of war, searched for and found Beverley House at Wickham to which safer and quieter area the home was transferred during the war years. During the war period, W.R.N.S. Headquarters occupied Bowlands and a cot in the home commemorates a gift of £600 in memory of their use of the premises.

Since its opening in 1921, over 9,600 "Navy babies" have been born in the home and 1955 or 1956 should see the arrival of the 10,000th baby—a proud record indeed. Mothers who were themselves born in the home are now having their own babies there.

A child welfare clinic in Commercial Road is run in connection with the home and provides for ante-natal and post-natal work which is such a necessary feature of maternity under the best and most modern conditions.

Mothers wishing to enter the home should apply for a booking either at Bowlands or the welfare clinic. Their own doctor will normally attend them, otherwise, the services of the medical officers of the home are available. In these days of form filling it is no surprise to learn that the application must include certain information to decide the scale of fees payable. Even if the mother does not qualify for the lower subsidised rate (varying, according to the rating of the husband, from £11 to



The wards at Bowlands get all the sunshine. This one overlooks Southsea Common and Spithead

£16), the fee of £19 10s., which is inclusive of all extras, compares most favourably with other private nursing homes in the district.

The situation occupied by Bowlands, with all wards facing south and looking out over Spithead and the Isle of Wight, is indeed a fortunate one.



This Navy baby is not sure whether to follow in father's footsteps

The annual report for 1953 has just been published and makes interesting reading. Copies may be obtained from the Hon. Secretary, Royal Naval Barracks. The report shows that finance is the chief anxiety of the council of management, who while expressing their deep appreciation of the generosity of the Royal Naval Benevolent Trust, the welfare committees of ships and establishments of the Portsmouth Command and many other benefactors, realise that the continued prosperity of the home is dependent on its use by the wives of the men for whose benefit it is run.

And what a wonderful contribution Bowlands is making to the start in life of the Navy baby! A. T. P.

WELL, WELL!!

The pre-war job of cleaning brass was nothing to a Boy 1st Class. And to the model type of boy such exercise gave lasting joy. One model lad, his brasswork done, Climbed inside a 12-inch gun To remove, the thought is just, Specks of rust. The gunnery analysis Remarks with solemn emphasis That from the nature of the burst The boy had had his dinner first. H. G. Middleton

Flight Training in U.S.A.

IN THIS brief article it is hoped to clarify to some extent one of the lesser-known aspects of the budding naval aviator's training. This is the scheme whereby a certain proportion of the Fleet Entry, and short service officers, who have volunteered for aviation, are dispatched to America for flying training with the U.S. Navy in Pensacola, Florida.

The scheme, which is made possible through the Mutual Aid Defence Programme, provides flight training for officers and cadets from the N.A.T.O. countries, as well as certain Central American Republics and, besides the excellent training, gives them the unique opportunity of getting to know Americans on "their home ground."

The Naval Air Training Command, with Headquarters at Pensacola, is the Navy's largest shore-based command, and is charged with developing new naval aviators, training skilled aviation technical personnel, and maintaining the proficiency of the Naval Air Reserve. Pensacola is also the headquarters of the Chief of Naval Air Basic Training, which is in direct control of the basic training programme, which together with the advanced training programme at Corpus Christi, Texas, turns out approximately 4,000 qualified aviators every year, the majority being cadets who are commissioned in the Naval or Marine Reserve on receiving their wings. The remainder consist mainly of Fleet officers from the Naval Academy at Annapolis, who have completed a short period of sea duty before volunteering for aviation. This is basically similar to our own training programme, though on a somewhat larger scale.

Pensacola is situated on the Gulf of Mexico, in the north-west corner of Florida's "Panhandle," about 200 miles east of New Orleans. Roughly the same size as Weymouth, it relies very largely on the presence of the Navy for its size and prosperity, and is still expanding on the strength of it. The Naval Air Station is about five miles west of the town, and it is here that the administration of the Naval Air Training Command is carried out, and the Vice-Admiral in command flies his flag. It is also the birthplace of American naval aviation, but the original airfield has had very little room for expansion with the increasing size and speed of modern aircraft, so all student training is carried out at the numerous auxiliary fields located within a 40-mile radius of the main air station. Some idea of the size of the training command may be gained from the fact that there are 27 different airfields and landing grounds in the Basic Training Command alone, while at one of the two primary training fields—Whiting Field, north of Pensacola—there are approximately 430 aircraft for primary training alone.

However, it is at Pensacola N.A.S. that the student starts his basic training with an intensive five weeks' course at the Naval School of Pre-Flight, which includes elementary navigation, engineering, principles of flight, etc., at the end of which he is ready for primary flight instruction. This is carried out at two auxiliary fields—one at Whiting, some 30 miles north-west of Pensacola, where the majority of aviation cadets and British midshipmen are sent; the other at Corry Field, just on the outskirts of Pensacola, where the officer students are trained.

Three months are spent on primary training, with three separate stages each lasting one month. Flight instruction is carried out in the Harvard, which is still in general use throughout the Basic Training Command, though it will probably be replaced by a newer trainer before long. Dual instruction of 24 hours precede the first solo flight, after which comes a further 20 hours of precision flying and basic airwork. The last phase of primary training consists of 25 hours' aerobatic instruction, which completes the fundamental flight training. The student then proceeds to Sauley Field, north of Pensacola, where he is introduced to formation, cross-country and night flying. After six weeks at Sauley, the next step is to Barin Field, located 30 miles west of Pensacola, in Alabama, where the rudiments of air to air and air to ground gunnery are taught for the first few weeks. Then comes basic carrier qualification, which entails making six successful landings aboard the U.S.S. Monterey, a Light Fleet carrier permanently attached to the Training Command. Incidentally, the Monterey holds the record for carrier landings, having a score of some 90,000 since first commissioning during the second World War. After successfully qualifying aboard the carrier the

student returns to Corry Field for instrument training and more night flying, spending a good deal of time under the hood in the back seat of the Harvard and in the link trainer.

This completes basic training, and British officers are designated (P) and begin getting flight pay but, unlike our contemporaries at home, do not receive wings until completing the four months' advanced training. This is to keep in line with our American counterparts.

Advanced training is done at Corpus Christi, in southern Texas, on the Gulf of Mexico, and consists of six weeks at the Naval School of All-Weather Flight, flying Beechcraft, and, latterly, the new T.28 trainer. This is followed by two to three months on advanced "type" training; either fighter, strike or search in the Hellcat, Skyraider and Avenger. Advanced students then return to Pensacola for advanced carrier qualification, after which they are designated aviators, and receive their wings from the Admiral in charge of training.

With the increasing demand for jet-trained pilots, a percentage of the newly qualified students are sent back to Corpus Christi for training in jet aircraft, though in future this will be carried out as part of advanced training. At present, British students are trained in fighter aircraft, the F6 or Hellcat, but it is hoped that they will be jet-trained in future.

Apart from the excellent training, the mere fact of spending some 16 months in the United States, living more or less as an American, affords a unique opportunity to the junior naval officer, which he would never otherwise get, and which should prove invaluable in later years. He is also one of a very small band of British naval officers in the United States and, as such, he is bound to play an important part in furthering mutual friendship and understanding, both with the Navy and with the many civilians he meets.

The reader may wonder how the impoverished young officer manages to remain solvent in this land of high cost of living, and well he might. However, pay is boosted slightly to conform with contemporary American rates of pay and, after an initial outlay on such essentials as a car (by hire-purchase), khaki uniforms and numerous light-weight civilian clothes to cope with the hot and sticky climate, it is possible to provide oneself with adequate entertainment.

During the winter we were able to play rugby between ourselves on a pitch borrowed from the baseball players, and eventually produced quite a useful team, which beat H.M.S. Sheffield when she paid a short visit here in March. A month later the rugby team flew to Bermuda to take part in the annual rugby week, and a most enjoyable week was had by all, especially as a number of American colleges were competing and holidaying there as well.

Over the long week-ends it is usually possible to get a seat on a service flight to some remote part of the country, though during the summer Pensacola, with its vast beaches and facilities for swimming, water skiing and skin diving, keeps most people from straying too far.

In conclusion I would like to say that the time spent over here will have been time spent on a most interesting, useful and enjoyable training programme, and I hope that any prospective aviators who are teetering on the brink of decision to fly or not to fly will avail themselves of the training provided by the U.S. Navy. It's well worth it.

LIEUTENANT, R.N.

Advancement Prospects—Continued from page 3

Advancement to chief petty officer steward continues steadily in vacancies.

Sick Berth Branch.—We are up to port numbers in the chief and petty officer rates and advancement will continue in vacancies.

For advancement to the leading rate the door is wide open and those who pass and are otherwise fully qualified will be advanced immediately.

Regulating Branch.—It is expected that advancement to master-at-arms will be slow for some time, as we are up to Port numbers and advancement is in vacancies. The roster for regulating petty officer is "dry" and advancement will be immediate for those who pass and are otherwise fully qualified.

Shipwright Branch.—We are overborne in chief shipwright artificers, and "trickle" advancement is at present in operation. We expect to advance in vacancies by the end of next year.

Artisan Branches.—In all branches

R.N. FLYING CLUB

ALTHOUGH MORE and more emphasis is being put upon aviation in the Royal Navy, both as a means of defence and as a means of attack, it is still relatively few of us who are able to enjoy the opportunity of actually flying an aircraft ourselves. We are glad, therefore, to be able to bring to the notice of officers and ratings serving in Portsmouth Command the facilities offered by the Royal Naval Flying Club. This club, which existed before the last war, was reopened at the R.N. Air Station, Gosport, in July, 1949, with the following objects:

- To provide a social centre for naval officers, serving and otherwise, who are interested in aviation.
- To provide facilities for private flying at economical rates within easy access to its members at naval ports and possibly London.
- To enable naval officers, not already trained by the Service, to learn to fly.
- To provide contacts with the aeronautical world, and obtain safeguards for the rights and interests of members in connection with any of the above matters.

The club is at present operating with five training aircraft at Gosport. The club building is at the south end of the airfield and besides the Chief Flying Instructor's office contains a large reading and refreshment room. The flying and other facilities now at the disposal of the club will enable more flying members to join before it becomes necessary to acquire further aircraft. The total membership now exceeds 250. Full membership is open to officers serving, or who have served in the Royal Navy, Royal Marines and their Reserves, and in the Dominion Navies. Associate membership is open to ratings at a subscription of £1 10s. per annum, with no entrance fee. Temporary membership is open to officers serving on the Active Lists of the Army and Royal Air Force, and to civilian officers in Admiralty service. Also, it may not be generally known that all executive sub-lieutenants on course in Portsmouth Command can do 7½ hours' flying training with the club which is paid by the Admiralty. Their only expense in this course is £1 15s. for insurance, this being a stipulation by the Admiralty, which covers the full 7½-hour course.

Applications for membership or for the Admiralty course should be addressed to the Chief Flying Instructor, Royal Naval Flying Club, R.N. Air Station, Gosport, telephone number Gosport 89146, Ext. 227. Entrance fees and subscriptions are as follows:

- Entrance fee: £1 1s.
Annual Subscriptions: (1) Flying members serving in the U.K. or in the Home Fleet or on Home Service, £2 2s. Members overseas, 10s. 6d. (2) Non-flying members, 10s. 6d.

All the club's aircraft are fitted with dual controls and are fully insured for ordinary liabilities arising from their use. This includes personal insurance of members when using the club's aircraft. Dual instruction is given by the club's Chief Flying Instructor at no extra charge above that for solo flying, namely:

- Tipsy, £2 10s. per hour.
Auster, £2 15s. per hour.
Tiger Moth, £3 5s. per hour.

Flying is available every day, including week-ends, from 1000 hrs. till dusk, with the exception of Tuesdays. In further editions of NAVY NEWS we shall bring you news of our activities; meanwhile we hope we shall have the pleasure of welcoming some of you as members.

Ken Birt, D.F.C.,
Chief Flying Instructor

Motoring Notes

JUDGING BY the number of casualties to naval personnel riding motor-cycles in the Portsmouth area, a few remarks about these potentially lethal weapons is not out of place.

There is a large body of opinion in the motor-cycle racing game that the 500 c.c. machine has outstripped the ability of all but the very experienced stars. The writer, who has considerable experience of driving all types of motor-cycles, cars and aircraft, and has had his fair share of thrills (and hospital), is of similar opinion. There is no doubt that in irresponsible or inexperienced hands the modern 500 c.c. sports motor-cycle is potentially the most lethal weapon ever to be made available to the public on hire-purchase terms.

Enjoy Motor-cycling

The aim of these notes is to help those of you with common sense to enjoy your motor-cycling without jeopardising your necks unnecessarily. My first piece of advice, therefore, is not to invest in the ultra-fast 500 c.c. machine unless you can classify yourself, genuinely, as very experienced; the 350 c.c. machine can provide you with all the fun you desire, apart from being cheaper and more easily handled. Secondly, don't be too proud to wear a crash helmet. Believe me, a fractured skull is not at all pleasant, as I know to my cost. Thirdly, get your riding position correct. Too many riders these days seem to be perched on top of their machines, sitting too far back, their feet and knees too high and arms stretched too far forward to reach the handlebars. It is very important that one should feel thoroughly comfortable and part of the machine, with the body nicely balanced, the knees able to grip the tank easily, and very little weight on the arms. The feeling should be one of complete command, a feeling you cannot have if you are perched on top of the machine in a bad imitation of a T.T. rider.

As for actual riding technique, the methods of the famous Alec Bennett in the late twenties and early thirties still apply. These were simply that all braking should be done on the straight before entering a corner, and acceleration should wait until the corner has

been negotiated, and should also be done on the straight. To accelerate hard while still banked over in a corner is simply asking for trouble. Under normal circumstances it is also best to keep the body in the same plane as the machine, without leaning relative to the machine. This applies particularly to pillion passengers, who should always be instructed to sit squarely and close up to the rider and never to attempt to assist the rider by leaning either way.

So far as braking is concerned, many riders seem scared to use the front brake and rely only on the rear one.

Classified Advertisements may be placed at:

GALE & POLDEN LTD.,

Nelson House,
Edinburgh Road,
Portsmouth,
as well as at the
Royal Naval Barracks,
Portsmouth.

The net result is that in an emergency only the rear brake is used, with the risk of a skid and violent contact with the road if you are not clever. The wise rider always uses both brakes, so that in an emergency they are both automatically used, with a much better chance of stopping, since the front brake is the more effective of the two.

Rear-lighting—Reminder

For those of you without the necessary rear reflectors on your cars and motor-cycles, don't forget that these are compulsory from October 1.

Hand Cleaning

There are several good jellies on the market, notably "Swarfega" and "Dirty Paws," which do what they claim. The writer has always found that Rozalex, used before commencing work and cleaning up afterwards with one of these jellies, is the real solution to keeping one's hands in good condition.



R.P.C.

What is the good old flotilla custom that has come right back into wardroom and club popularity? Requesting Plymouth's Company—with pink, tonic, vermouth, squash or just plain water! Plymouth, the Navy's own gin, is right back to pre-war perfection. R.P.C. at the R.N.V.R. Club or any good bar.

PLYMOUTH
the GIN of pre-war perfection

COSTS NO MORE THAN ORDINARY GIN

MESSAGE FROM H.M.S. DRYAD

From the Commanding Officer,
Captain M. J. EVANS, C.B.E., D.S.C., R.N.

THE NAVIGATION and Direction Branch is responsible for providing the Navy with the officers and men whose particular duty is the safe navigation of its ships, the control and direction of its aircraft, and the collection and interpretation of all the information which radar and other sources provide.

The speed and clarity with which this information is sifted and portrayed in the Action Information Organisation is of vital importance to the weapon users such as the Air, Torpedo, A./S. and Gunnery branches and above all to the Command, who, without it, cannot make correct tactical decisions or deploy the available forces to best advantage.

H.M.S. Harrier, in South Wales, is responsible for the shore training of all directions officers in the control of aircraft and also does the initial training

of some of the junior radar plot ratings. H.M.S. Dryad trains all navigating officers, the remainder of the radar plot ratings (including all the higher rates) and gives all the training in Action Information Organisation.

Whilst technical knowledge can to a large extent be gained in the classrooms and "mock-ups" of shore establishments, it is only at sea with constant practice in Fleet Exercises that men can really become proficient. This training goes on unceasingly at sea, and it is the good fortune of the officers and men of this branch, from the most junior to the most highly skilled, that they have the most intimate knowledge of what is going on all the time and thus have a most interesting and active part in the progress of operations.

It is, however, a very exacting specialisation and only men who are

above average in alertness, intelligence, and clearness of brain are suitable for it.

New weapons and methods of war need new and ever more complicated equipment both for directing aircraft and in the Action Information Organisation. Such equipment is now coming forward and will need ever more competent men to work it successfully.

Fortunately, this young branch, with its excellent prospects and most interesting duties, is attracting a very fine type of man. As a result, we are confident that we shall be able to meet whatever calls are made. It is perhaps, not the least attraction of the branch that its headquarters are in H.M.S. Dryad which, with its 150 acres of lovely parkland, must be without question the most beautifully situated of all Admiralty establishments.

PROSPECTS IN THE RADAR PLOT BRANCH

The following figures speak for themselves

	Radar Plot Rating First Class	Plot Radar Instructors	Boatswains Plot Radar
Number serving	178	65	18
Average age on passing ..	24	27	27
Number passing each year	56	23	4

Two Boatswains Plot Radar have already reached the rank of lieutenant, and two more are now on course.

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TECHNICAL ASSISTANTS. Fleet Air Arm Specialists with good mathematics, technical knowledge—radio/radio or electronics.

DRAUGHTSMEN. All grades with a knowledge of workshop practice for development work. Experience on Attack Teachers, or Fire Control Equipment, an advantage.

INSPECTORS (Electrical Section). Electrical Artificers are invited to apply for these posts.

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WOOD MACHINISTS. Router and spindle experience required.

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RE-ENGAGEMENT

Sandwiched in a queue reptilian,
Dan surveyed the scene civilian,
And wondered why the heck his wife

Had nagged him from a way of life
Which could not hold a purser's dip

To life aboard a battleship,
Thus with a salty phrase or two
He strongly voiced this point of view,

And many husbands in that crowd
Unashamedly wept aloud!

H. G. Middleton

THE RADAR

Its Birth and

The Navigating Officer

THE NAVY has always had officers whose primary duty was to navigate and to know how to handle ships. They used to be known as Masters, but no proper training was given until a navigation school was founded in 1903 under the command of Capt. H. F. Oliver in a sea-going gunboat named H.M.S. Mercury, based on Portsmouth Harbour. Capt. Oliver—now Admiral of the Fleet Sir Henry Oliver—is still alive and has held the highest rank in the Navy for the record period of over 26 years. In 1906 the school moved ashore into a building in the Dockyard and was named H.M.S. Dryad. There it remained until bombed out in 1941, when Southwick House was requisitioned as the navigation school.

Ships are essential to navigation training, and there have always been sea-going frigates attached to the School to take officers to sea to practise their art: today H.M.S. Starling and H.M.S. Redpole perform this duty in addition to other work as units of the Portsmouth Squadron.

The Action Information Organisation

The stress of war soon showed that the facilities in ships for displaying all the information known about our own forces and the enemy were inadequate: this was particularly marked with the advent of radar, underwater detection equipment and improved voice communication between ships, which multiplied many times the amount of information available. Officers set to work to evolve a new system, and during the next few years great advances were made until we have the action information organisation of today. All the information available about friendly and enemy forces that can be obtained, not only from equipment in one's own ship, but also by wireless from shore headquarters, other ships, submarines or aircraft, is passed into the organisation and plotted on special tables and charts for study by the Command.

The Direction Officer

With the advent of radar it became possible to follow the paths of both friendly and enemy aircraft and so to direct our fighters to intercept the enemy bombers. Large numbers of R.N.V.R. officers and a few Royal Navy officers were trained in fighter direction, but the vast majority of R.N.V.R. officers left the Navy at the end of the war, so that a new officer branch had to be built up. Royal Navy officers were therefore trained as direction officers.

Both navigating officers and direction officers are deeply concerned with the action information organisation, the navigator, with his additional responsibility to the Command for the conduct of the Fleet, dealing largely with matters on the surface of the sea, and the direction officer with aircraft above it. Since 1946 these officers have been trained together in warning radars and in action information at H.M.S. Dryad, after which direction officers proceed to H.M.S. Harrier for particu-

lar training, where they can carry out "live" aircraft interceptions.

Since the war the problems direction officers have to meet are much greater, due to the high-speed and high-altitude operations of modern aircraft.

The Men of the Radar Plot Branch

In the early years of the war radar sets were operated first by telegraphists and then by hostilities-only officers and men, who were known as R.D.F. (Radio Direction Finding) officers or ratings; some 10,000 men were trained. In 1943 R.D.F. ratings were divided into radar plot ratings, who would operate the search radars and man the action information organisation, and radar control ratings to man radar designed for the control of guns: it was decided that these men should be part of a seamen branch who would understand what targets they were reporting and how they could be expected to behave. In May, 1945, the radar plot branch was thrown open to active service ratings, and in November of that year the branch became the responsibility of H.M.S. Dryad and H.M.S. Harrier.

Portsmouth men for Part II training as radar plot ratings come to H.M.S. Dryad for six weeks to qualify for Radar Plot Third Class; four months for Second Class; and five months for the First Class rate. Later they may return for a four months' course to qualify for the supreme rate of instructor or to qualify for Boatswain Plot Radar. All Devonport men and half the Chatham men for Radar Plot Third Class training are trained at H.M.S. Harrier, the remaining Chatham men being trained at H.M.S. Dryad: all training for more senior Part II rates is done at H.M.S. Dryad.

After training at H.M.S. Dryad or H.M.S. Harrier, junior ratings go to H.M.S. Boxer, the Radar Training Ship, for two weeks to consolidate what they have learnt at the schools by practical experience at sea.

The branch now musters 18 branch officers, known as Boatswains P.R., 65 plot radar instructors and 3,300 less senior ratings.

Radar Plot Rating

At sea the radar plot rating manning the action information organisation and operating the radar is in a fortunate position, for, by the nature of his work, he must be fully aware of all that is going on in war or peace, during exercises or while cruising. He finds himself working directly alongside his admiral or captain when tactics are being decided in the light of the situation shown on the plots which he has produced: he hears and understands the reasons for the decisions made and his position is thus one of great responsibility and interest.

A man who wishes to join the branch should make it his first choice for specialisation. Thereafter he should have a talk with his divisional officer, who, if he thinks the man suitable, will recommend him for the branch. If the captain approves this recommendation it will be forwarded to the commodore



The Captain studies the Surface Plot

PLOT BRANCH

Development

of the man's depot, and he will eventually be brought into one of the two schools for course.

The work of radar plot ratings requires a high standard of intelligence, and no one who is not of good average standard should apply. At present there are more volunteers to join the branch than can be accepted. The basic requirements are a good memory, an alert mind capable of sustained and lively attention, and the ability to keep your head and react quickly to changing circumstances. Men who pass for Radar Plot Third Class are equipped for a career which has excellent prospects and is full of interest.

See separate panel on left of page for details of prospects in the branch.

Life at Dryad

Those who work and live at H.M.S. Dryad consider themselves fortunate in their surroundings. The establish-

What's in a Name?

DRYAD.—THE ancient Greeks and ancient Romans used to associate certain minor gods with particular natural features such as hills, springs or caves. These gods were called nymphs. They were supposed to be attendant upon the principal gods—Apollo, Artemis, Pan and others; because of this they were honoured by sacrifices.

Among the various nymphs were the dryads, sometimes called hamadryads, who inhabited trees. Every tree had its own dryad; and ancient were careful not to harm a tree lest the dryad should take its revenge in some dreadful way. The story goes that one, Dryope, angered a dryad when she plucked a blossom from a tree. As a result, leaves and flowers began to grow from her own limbs and she rapidly became transformed into a tree herself. Such anger can be excused when it is realised that the dryad only lived as long as its own tree, and therefore did everything in its power to prolong its life.

ment is set in a beautiful park, but with Portsmouth easily get-at-able, thanks to a good bus service.

Accommodation

The accommodation of both officers and men is still in war-time-built buildings and will remain so for some years yet, until new and modern blocks are built. However the huts are by no means bad and such disadvantages as exist are largely offset by the pleasant surroundings of grass lawns and flower beds. When the new blocks are built there will be a great opportunity to space them well apart with grass and gardens between them.

There are 16 officers and 62 ratings' married quarters within the park, which are a highly valued addition in this slightly remote area. Ratings entitled usually get a house within a few weeks of applying and a man retains it until one month after he is drafted away.

The park is open to the families of the men in these quarters and they can watch games and take a full part in the life of the establishment, greatly to its benefit. As the houses are new the problem of making gardens is a real one which is, however, gradually being overcome by private enthusiasm and hard work.

Games Facilities

The playing fields are not yet fully completed and those that are made are not yet mature. They are set in most attractive surroundings and within a few years should be as good as any in the Command.

There are hard and soft tennis courts and a squash court.

The Park is the cross-country course for the Command Race. There is limited fishing for Dryad men in the lake.

A fine yacht based in Portsmouth offers opportunities to those keen on sailing, and there is a .22 rifle range.

A play is put on by the officers and ship's company each term, and there is an annual Christmas pantomime.

Sports day in the summer is combined with open day for the friends and relations of the ship's company, so that they can see the whole establishment.

Work

The ship's complement, including the radar section at Fort Purbrook, consists of 200 ratings of all branches and about 120 civilians. The seamen ratings are employed as instructors, in running practical exercises for classes under training, or in part of ship work, maintaining and improving the establishment. The civilians constitute a hard core of loyal men, which makes for continuity and stability in an establishment that is developing quickly.

Every executive officer of the Royal Navy passes through the school as a sub-lieutenant, and many again at a later stage. Officers of many other branches attend for short courses.

About 660 Naval officers and 630 ratings under training pass through the establishment on various courses each year: about 300 other officers pay visits on staff courses and the like.

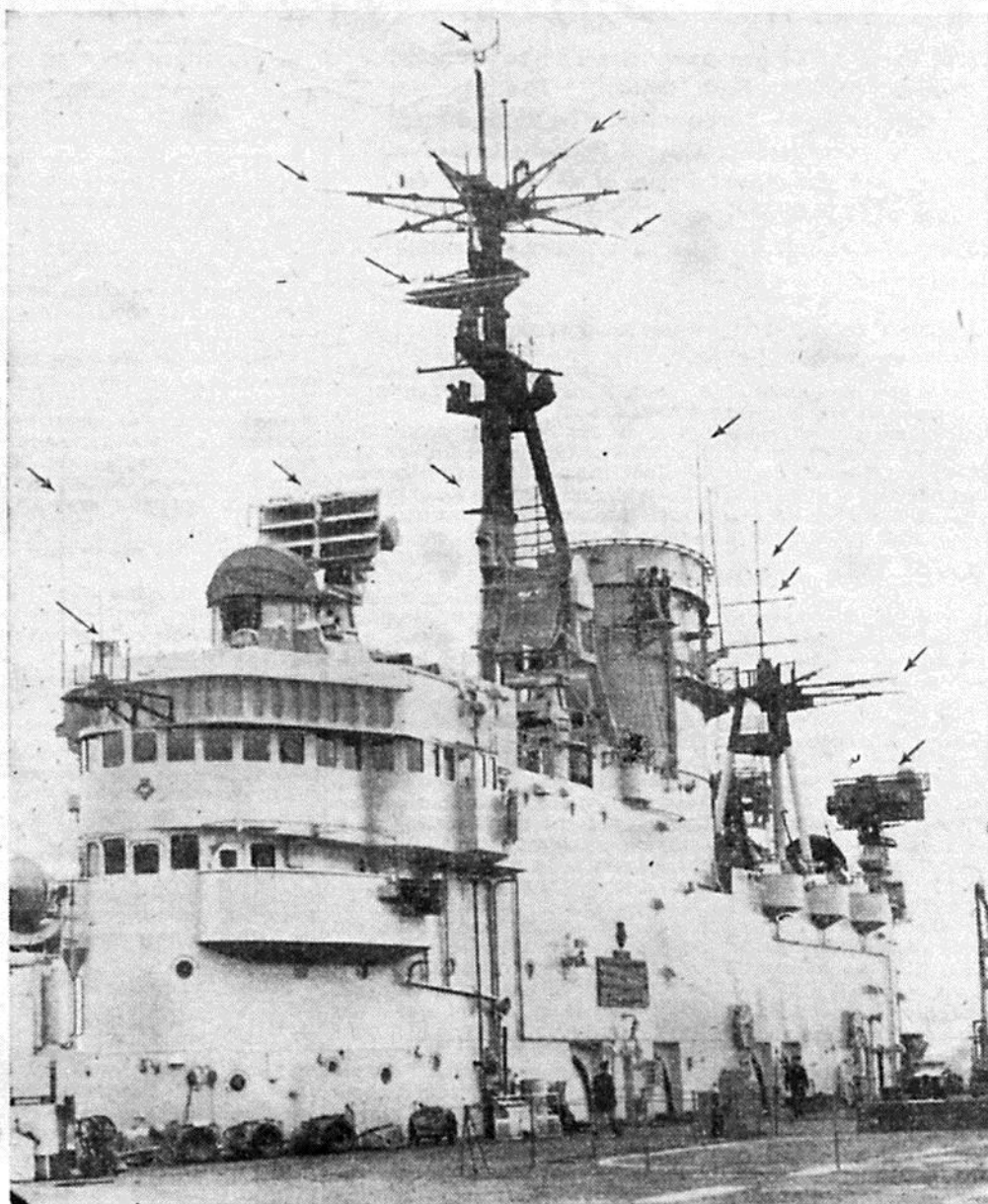
Instructional equipment in the school includes many complete radar sets and full-scale models of the various plotting rooms, which form the action information organisation in ships: these latter are fed with synthetic information from a control room so that fully realistic training is possible.

CONCLUSION

H.M.S. Dryad is in a happy position. Every opportunity for sports and rural pursuits already exist, and as money becomes available more and more will be done to improve the amenities of the establishment. The work is skilled but full of interest and the men of the branch take pride in themselves, their branch and their establishment.

Although still young, the branch looks forward to the future with great confidence, thanks chiefly to the fine type of officer and men already in the branch or now joining it.

H.M.S. EAGLE



Some of the sources of information to the Action Information Organisation of H.M.S. Eagle are marked with arrows

NAVY DAYS AT PORTLAND

Navy Days were held this year at Portland naval base on Saturday, July 31, and Monday, August 2. Despite inclement weather the event drew a record number of visitors and an attendance of over 8,000 on the Saturday was surpassed on the Monday when well over 11,000 visitors entered the dockyard.

Included among the vessels open to the public were two aircraft carriers, H.M.S. Implacable and H.M.S. Indefatigable, the frigates H.M.S. Tintagel Castle and H.M.S. Portchester Castle, the submarines H.M.S. Scorch and H.M.S. Selene, the salvage vessel H.M.S. Uplifter and the Royal Fleet Auxiliary Oiler Rowan. The carriers were moored in the harbour at some distance from the naval base and because of the large numbers of visitors who were keen to visit these ships queues quickly formed for the ferrying M.F.Vs.

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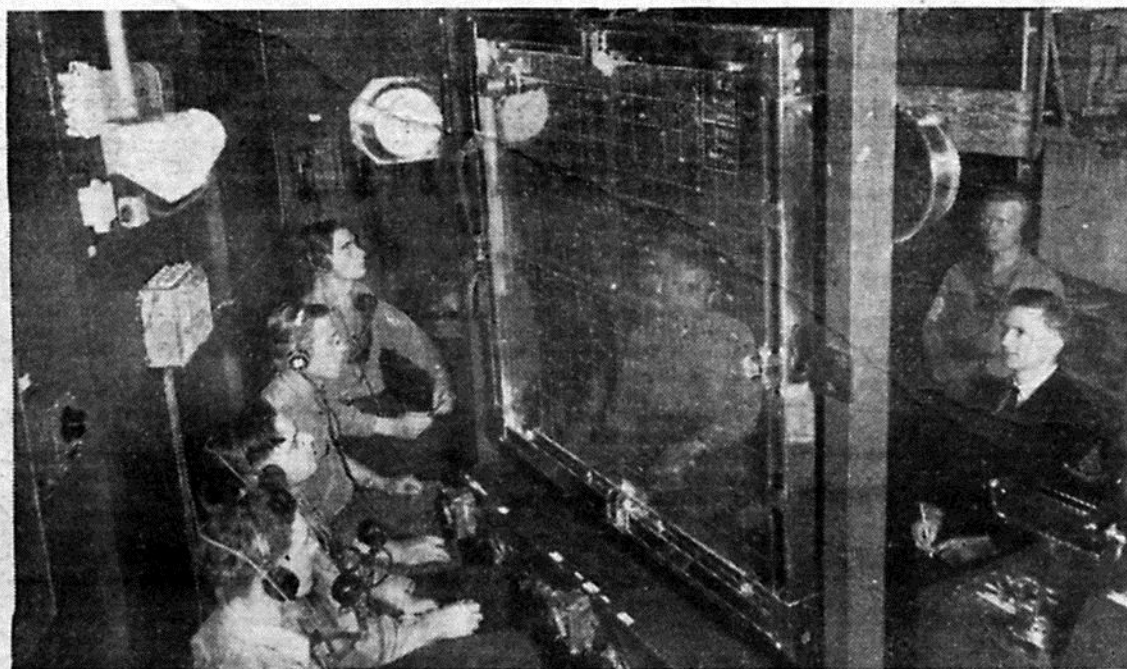
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Members of the I.N.T.A



Radar Plot ratings compiling the Air Plot

NAVY NEWS COMPETITION RESULT

The First Prize of £3 has been awarded to Cd. Eng. Jesse Pearce, D.C.M. R.N. (retd.), "The Harvest House," Copnor Road, Portsmouth. The Second Prize of £2 goes to Mrs. Pamela Cox, 8 Portobello Grove, Porchester, and the Third Prize of £1 to P.O. Tel. T. Gardner of H.M.S. Diligence

The essays of the first two prize winners are reproduced here.

RETIRED POINT OF VIEW

By JESSE PEARCE

IT WOULD be comparatively easy to write a frankly adulatory article about NAVY NEWS, for there is much that is praiseworthy in its contents, and a good deal that is professionally excellent. The book reviews, for instance, are models of their kind, and the "feature" articles seen so far are of a standard that promises to make the complete series memorable in naval literature.

But I shall resist the temptation to be pleasantly complacent, praising the lively and glossing over the dull. I feel that NAVY NEWS, in its present "set-up," is cluttered up with the multitudinous bits and pieces about ships and establishments. It reminds me, in this respect, of those old-fashioned provincial papers that are crammed with accounts of whist drives and funerals and flower shows, culled from each and every one of the score of hamlets in which the newspaper is read.

I would like to see all these naval case histories confined to, at the most, one page—the editorial "axe" coming down ruthlessly on all items not of general interest. That would leave a lot of space, and were I the Editor—"which, thank the Lord, I'm not, sir"—I would take my courage in both hands and tackle the problem of why so many of the Navy's best lower deck men are not "signing on." I think I would do it by inviting a member of each branch of the Service—he could remain anonymous if he wished—to give his reasons in writing for leaving. Side by side with the disgruntled one's opinions, each week, I'd have a member of the same branch stating why he was continuing for pension.

Then correspondence on the subject could be invited and I think that some interesting data would emerge, a lot of it not unconnected with the fantastic rents charged locally for furnished rooms, together with the determination of landlords not to "suffer little children."

It should always be borne in mind that the "N.N." is a monthly publication, so that much of its contents should be of interest throughout the month, and not dependent upon its news value. For this reason, I think that we ought to have a short story and, if possible, a serial which need not necessarily be fiction. One column per month, perhaps, could be devoted to verse. Some real poetry might

emerge from unsuspected sources. A monthly cartoon ought to be a "must." That by Phillips in the July issue was a beauty. Could he manage a "strip" cartoon series?

One of the big snags confronting the Editor, I imagine, is the fact that he is not in a position to pay for contributions. And though a lot of people, no doubt, are willing and perhaps even anxious to appear in print without being paid for their labours, their numbers will tend to dwindle in time. I do not know how the "Dittybox"—that admirable publication of war-time days, now unhappily defunct—was financed, but I do know that its contributors were handsomely paid. If the NAVY NEWS can succeed in its job of being the Portsmouth sailor's (and ex-sailor's) fulfilment of a long-felt want, then it will be of great use to the Admiralty. Respectfully, I submit that my Lords should see that it does not fail through lack of funds leading to a lowering in quality.

I happen to be a publican, retired from the Navy after twenty-nine years "man and boy." Some of my customers are sailors, many more are pensioners. My experience is that where two or three of them are gathered together in one place, they talk about the Navy, about the "old Navy"—so much harder, but so infinitely more efficient than the new!—and about certain old-time "characters" in the old Navy. I wish it could be possible to have a series of articles about some of those redoubtable men. "Nuttie" Carver—now there was a Captain for you! Was he the man who addressing the ship's company after taking over command, said: "I am informed that under my predecessor's command, half of the crew have been invalided through general debility. Before I have finished with you, the other half will be sick of general activity. Make plane sail!"—I forget now. I—and many more, I am sure—would like to know more about "Jacky" Fisher, Beatty, John Kelly, "Paddy" Boyle, Lord Louis—the yarns about them are legendary. Could they not be pieced together? Luddington, the Master-at-Arms who captained England's Rugby fifteen; Stoker Cockerill—that most famous and gifted and doomed of all the Navy's "taut hands"—the man whom Jimmy Wilde wanted to "buy out": could we not have their pictures and potted histories?

So much to say, so little space. My 750 words are up!

POINT OF VIEW UPON "NAVY NEWS"

DEAR SIR,

Last month when my husband brought home a copy of the first number of NAVY NEWS I was most interested in it.

I served in the W.R.N.S. and, all "flannel" barred, have had an everlasting love of all things naval ever since. I was certainly very eager to read it.

The rest of the men in my husband's office declined to buy a copy of the first number. You see, it just is not done in the Navy to appear to be too interested in anything concerning the R.N.! Consequently, my husband earned for himself the title of "anchor face" for buying a copy of NAVY NEWS.

However, this month, everyone in the office, if somewhat sheepishly, bought a copy: but when I eagerly snatched July's copy from my husband's hands, he had the nerve to call me "anchor face"!

I think most certainly that NAVY NEWS is worth reading, and I now look forward to each month's issue.

The newspaper is, I feel, entirely without "flannel" and although covering a wide number of subjects, somehow retains an indefinable air of friendliness. It is homely and chatty and yet imparts much interesting information. The personal touch is supplied by the reports from the individual ships and establishments which make the whole thing seem a "family affair."

The only depressing item is the drafting forecast which greets one on the front page! I am sure many naval wives think, "Ah! I wonder whether my husband will 'catch up' one of those ships?" Somehow, the word "drafting" alone seems to bring up its own special brand of goose-pimples!

Perhaps instead of recipes on the women's portion we could sometimes have some fashion notes? As "manners maketh man," so "clothes maketh women." I don't think the women's portion should be enlarged too much though, as I feel that would spoil the essentially naval flavour of the paper.

Even my small son (who incidentally was born on Trafalgar Day!) finds the photographs of the ships and planes most fascinating. So, it is indeed a family newspaper! My husband now has the good excuse that he buys the paper for me, but he had to admit that he thought it was a jolly good three-pennyworth.

To sum up, I should like to say that I consider NAVY NEWS is very well planned and says a great deal—and says a lot that is worth while—in a small space. Long may it thrive and long may there be many "anchor faces" to buy it!

Yours faithfully,

PAMELA COX

In Memoriam

LARKIN, Charles Brian, Ldg. Sea., P/SSX 839916, H.M.S. Tamar, died July 28, 1954.

PERKINS, Arthur Spencer Castle, P.O., P/JX 251979, H.M.S. Terror, died July 29, 1954.

SOUTHSEA BRANCH, FRIENDLY WIVES

THE VARIOUS branches of the Friendly Wives in Portsmouth undertook, as usual, to supply a voluntary staff for the day nursery in H.M. Dockyard, run during Navy Days, July 31-August 2.

Their efforts were much appreciated and they looked after about 217 children and one blind, elderly lady, whilst the parents were away enjoying everything to be seen in the dockyard—H.M. ships, etc.

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WEST GERMANY.—A juvenile court in Dormstadt has ordered a 14-year-old boy to keep a parrot for 12 months and teach it daily to say: "Never torture an animal." The boy had shot down a pigeon and stamped on it.

MARSEILLES.—The Prefect has banned all noise in the most exuberant city in France. The police decide whether any noise is a nuisance. A man who serenaded his girl friend has been fined. A summons has been served on the master of a ship for blowing her siren. Seven people have been fined because their dogs barked too loudly. Marseilles is becoming as silent as a cloister.

THE CHANNEL.—Two Royal Marine Officers have paddled a canoe from Dover to Cape Gris-Nez in three hours 38 minutes, and have broken a record set up in 1911. They were Major Hugh Bruce and Lieut. David Mitchell.

ST. JOHN, NEW BRUNSWICK.—A helicopter crew lowered a rope to a chimney sweep stranded on a 150ft. stack here and rescued him.

WASHINGTON, U.S.A.—Nearly three-quarters of the United States foreign trade is carried out in foreign-flag ships, says a Washington report.

SHOTLEY, SUFFOLK.—The occasion was an inspection at H.M.S. Ganges, Royal Navy training base near Ipswich, by Admiral Sir George Creasy. A boy, Sidney Bulman, from South Shields, went to the top of the ship's mast, 142ft. above ground, and made the crowd gasp when he suddenly stood "no hands" stiffly to attention.

SOLIHULL, WARWICKSHIRE.—All parents of "late developers" will be encouraged by the news that 14 boys who failed their grammar school entry examination have passed the General Certificate of Education. The boys were in a secondary modern school, Solihull. They were picked out by their teachers four years ago and their parents were asked to let them stay an extra year—till they were 16. The parents agreed. All 14 passed the General Certificate of Education, all passed in mathematics, 10 out of 11 in science. One boy passed in five subjects. The work was done in four years, compared with five at a grammar school.

OTTAWA.—Father Thibert, who has spent 27 years in the Arctic, has produced what is believed to be the first English-Eskimo dictionary.

CYPRUS.—New barracks in Cyprus for the British forces who will be stationed there instead of in the Canal Zone, will be the "finest in the world," says General Sir Charles Keightley, the Commander-in-Chief, Middle East.

KUALA LUMPUR.—Forty-eight returning Malayan teachers have complained of two things in Britain—the cold and fish and chips.

NEW YORK.—Members of a pigeon club are collecting £8 to pay the aeroplane fare from New York to Burescombe, Devon, of a racing pigeon called Percy. Percy landed in a New York coop after going astray in a race at Salisbury. It is thought that he settled on an America-bound ship.

ROME.—The lure of Alpine heights and edelweiss flowers has cost 123 people their lives so far this year in five European countries.

Shadowy Customers

By DOUGLAS W. THOMPSON

Ex-Missionary from China

THE OTHER day I was in a bookshop in Portsmouth; one of those fascinating places which pile books in great towers, spread them over the floor and line the walls with them.

A raw sailor drifted through the door as though the movement was no concern of his; perhaps a wind blew him. He lay becalmed at the entrance of the "den" for a few moments, his progress halted by the sight of another customer. I moved out of his eye-line and he came in. The shopkeeper said not a word, but merely thrust out an ear at him. The sailor hove to alongside the ear and said shamefacedly, "Is there any books on the grocery trade?"

"Well," said the salesman, "there's one. It's in 10 volumes and will cost you eight quid."

My heart leapt to the sailor. I knew just how much he wanted to master his chosen subject and just how shy he was about his ambition. I knew the flame that had shot up when he saw the shop full of books. Now it had died—the price too high.

Another sailor's bookshop is near one of my mission centres, neatly sited so that a Navy man can slip in and buy a slab of sex just before his ship warps out for a two years' commission. I have never seen a man go in. People don't go in; one moment they are outside and the next they are in the street again with a discreet parcel. They don't know that the material on sale in Singapore, Hong Kong and Kobe is much more lurid.

If all the books bought secretly, good ones and bad, were costed in a yearly account it would total millions of pounds. People often want to know but dare not ask. The answer is books, magazines, weeklies. These lone-man's companions are not all nasty, put-it-under-the-pillow stuff. Good men and women want true information, but for personal reasons must seek it through the written word rather than the spoken. You know the reasons. Suppose you determined to read the New Testament in the lunch hour at work, it is pretty certain that you would use a neat copy of Moffatt rather than one of those black, fat, Sunday School Bibles. You have got to live!

Think of a chap in a Moslem country who has heard of Jesus and badly wants to know Him. Can he

walk into a mission and sit down to listen? Would you? He goes to a railway station, a market place or a narrow street and he browses round for a book. He buys it quietly, sticks it under his shirt and goes off to read alone. The rest depends on the author, God help him. Then there is the woman in purdah, forbidden to know the outside world. She can tell her maid to buy one of those bright little books off the stall in the bazaar. Many of these readers will never openly join a church, but they ought to be able to find out that God is like Jesus Christ; books tell them. Somewhere in a dusty, booky corner of Heaven a few Christian authors are going to have lots of fun meeting the folk their work brought there.

Most people would rather buy a book about new ideas than ask a man. How do we cope with them? We have one grand society, which is backed by our own mission and her sister missions, called The United Society for Christian Literature, which produces most of the books which go overseas to speak our message. There are other, smaller efforts, too, but never enough money, authors or manuscripts. Much of the material being produced is for use inside the Christian community; study books and devotional helps for the leaders of the Church. Since so many doors have closed to missionaries we have stepped up book production. The search up and down the world for people who can write has been intensified.

The great work, however, is hardly touched—the flood of books for the shy inquirers, the print-hungry people and the people denied the living voice. There is not 1 per cent. of what there should be. If you hope some day to be a missionary one thing you can do now is to learn to write.

We Christian authors have a dream. We dream of the day when, everywhere, our books shall lie, coyly, beside "The Green Dagger," "Red Recipe" and "The Sexual Behaviour of the Chimpanzee" in such wide distributions that no shy, eager hand shall turn over the volumes without finding us. Some day every bookseller must be able to say, "Yes, I've got one here." This is one more job you help to do when you back the Church. It may even be your personal call.

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MARRIED QUARTERS

IT WILL not now be long before the building of permanent houses as married quarters will begin, and in this article it is proposed to deal shortly with the type of "dwelling" (as it is known in official language) to be built and where they are likely to be built.

Much trouble and care has been taken to ensure that the best advantage is taken of sunshine and light. Thus, each type of dwelling has two variations, one for those facing south or generally in that direction, and another for those facing north or thereabouts. Each is designed so that the principal rooms are on the southern side of the house and get as much sun and light as is practicable.

A good deal of thought has also been given to the question whether to build houses or flats. The conclusion reached was that the average Briton prefers a house on his own. The possibility of the nuisance value of a noisy neighbour in a flat overhead was another factor in coming to this decision. Houses will, therefore, be the general rule except where there is not much land and it is desired to make greater use of it than can be done by building houses.

Housing Estates

The houses will be built on a number of "estates." This is unavoidable as the cost of building single houses or in "penny numbers" is much greater than that of building a larger number in the same place. At the same time, endeavour has been made to prevent the estates becoming really large and to place them amongst other houses. The estates are spread over quite a large area on all three sides of Portsmouth Harbour.

The principal officers' estate will be on the southern slopes of Portsdown Hill below Fort Purbrook, and there will be smaller estates at Eastney, Gosport and Alverstoke and, possibly, in Old Portsmouth. The ratings' estates will be at Eastney, Stamshaw, Paulsgrove and Gosport (3 estates) and, possibly, at Purbrook.

None of the houses, whether officers' or ratings', is being provided with a garage at present, but there will be

parking spaces so that no one will have to go far to find a place where he can leave his car without lights and without fear of a call from the police.

All houses will be fully furnished with the exception of a few minor items such as brushes and brooms. The average person is expected to possess these already, but if he does not, he is expected to buy them out of his Disturbance Allowance.

The rents charged are fully inclusive. That is to say, they include not only the rent of the house and furniture, but also rates and all repairs. There is even a breakage allowance for mess traps. All that the tenant can be called on to pay in addition to rent is for damage or loss which cannot be attributed to "fair wear and tear" and for any breakages or losses of consumable mess traps in excess of the breakage allowance.

Rents

The officers' houses vary in size with the rank of the officer occupying them. An officer of Commander's rank or above gets a four-bedroomed house, a Lieutenant Commander a three-bedroomed house, and officers of lower rank get a smaller three-bedroomed house. Some will be detached and some semi-detached. Rent also varies with rank, starting at £100 a year for officers of Lieutenant Commander's rank and below and rising to £160 a year for senior captains. In addition to paying rent, officers occupying married quarters also have their marriage allowance reduced by 3s. a day.

Ratings' houses are mostly three-bedroomed, but there will be a few two-bedroomed for smaller families. The houses are either semi-detached or built in blocks of four. The design of the flats has not yet been finally decided but it is expected that the blocks will have two storeys and that there will be six flats to a block. It is usual for flats to have slightly less floor area than houses but, again, no details are known. The rent charged varies with the size of the house or flat and not with the rating held by the tenant. The rent of a three-bedroomed house or flat is 17s. a week and that of a two-bedroomed 15s. 6d.

W.R.N.S. NOTES (Contd. from page 4)

came third in the relay race. Leading Wren D. J. Davies has received Combined Service colours.

Swimming

The Portsmouth Command Swimming Championships were held Thursday, July 22, at the Royal Naval Swimming Bath, Pitt Street.

Wrens Kelland and Carter, both from H.M.S. Victory, entered for the 66½ yards free-style event. Wren Kelland took first place and Wren Carter third.

The following were awarded swimming colours: Wren Kelland, H.M.S. Victory; Wren P. Smith, H.M.S. Mercury; Wren Metcalfe, H.M.S. Mercury; P.O. Wren Shaw, H.M.S. Victory; Wren Tombs, H.M.S. Collingwood.

In the Inter-Unit W.R.N.S. relay event the Victory team composed of Leading Wren Webb, Wrens Kelland, Carter, and Watson came second.

Lawn Tennis Championships held at Wimbledon, July 26-31, 1954

Wren V. M. Newman, H.M.S. Vernon, holder of the Challenge Cup in the W.N.S. Singles Championships,

has retained her position and is congratulated.

Wren Sydney Smith, H.M.S. Victory; Third Officer O. E. Archer, Officer-in-Charge W.R.N.S., R.M.B., Eastney, and Wren B. C. Lane, H.M.S. Vernon, also competed.

Wren V. M. Newman and Wren E. Clark, holders of the Challenge Cup in the W.N.S. Doubles Championships, lost to Miss B. G. Beazley, V.A.D., and Second Officer N. A. Swainson, 6-2, 6-4.

Wren Sydney Smith, Third Officer Archer and Wren Lane also competed.

In Brief . . .

TEXAS. — The biggest petroleum pipe-line in the world is to be built between Houston, Texas, and Newark, New Jersey, by the American Pipe-Line Corporation, at a cost of £60 million. It will be 1,425 miles long.

PALERMO. — Annoyed at a play, an Italian farce, put on by a touring company, the Sicilian audience knifed the leading man and beat up three of the cast. All four were taken to hospital.

HAVE YOU EVER DONE ANY GLIDING?

I BELIEVED the sky belonged only to those who wore wings on their tunics until I made the discovery of the wonder of engineless flight one summer's evening when I was taken along to H.M.S. Siskin for a flight in the dual-controlled two-seater. I sat back, well strapped in, while I listened to the clank of the link as the instructor tested the cable release gear. Then in a moment the signal bats were in action and the cable tightened and we were off the ground climbing gently. Some 1,000 yards away a winch was reeling in the wire at a speed of about 45 miles per hour, but all I could see was the sky and hear the noise of the wind in the rigging and perhaps a creak or two as the fuselage absorbed the tractive power of the cable. When we were about 1,000 feet and almost directly above the winch the glider levelled off and the pilot pulled the cable release knob and we were free, poised in almost perfect silence.

At this moment I made up my mind I would master the sailplane pilot's art, and I had no better way of doing it than with the Navy. I wonder how

It is hoped to begin a correspondence section in our next issue. Letters to the Editor will be welcome.

many people know just how lucky they are to have gliding right on their doorstep in Gosport at H.M.S. Siskin.

Naval gliding clubs offer gliding prices which are, compared with civilian clubs, extremely low. This is possible only because of three enormous differences to civilian clubs: 1. The services of the instructors, winch drivers, etc. are purely voluntary; 2. there is an R.N. Gliding and Soaring Association from whom naval gliding clubs are able to hire gliders for a small sum; and 3. there is a grant from the Command sports fund.

The Portsmouth Naval Gliding Club have, over the last five years, worked extremely hard, and the record year for flights was in 1951 when 3,090 launches were reached, but this cannot be achieved without glider instructors, who are in the minority in the Navy. This year, however, the club is lucky enough to have two instructors—Lieut. (S) K. G. R. Hallam and Lieut. E. Duffall—who spend their week-ends and two evenings a week in the two-seater getting people solo.

Gliding is not however, just coming along for a flight. You have to be prepared to put a lot of work into it if you hope to be able to get the greatest number of flights from it. To mention just a few of the jobs that have to be done: Winch driving, retrieving-vehicle driving and maintenance, glider handling, work on planes under repair and in the process of being built, and, of course, the usual paper work. But all this is accomplished with good will, and for team-work there is nothing like the spirit you will always find where there is gliding.

Should anyone want any information about the Portsmouth Naval Gliding Club, they should get in touch with me, by letter please, at the Royal Naval Medical School, Alverstoke, or come along and see for yourself at H.M.S. Siskin, Gosport.

Joan Downes,

Hon. Secretary,
Portsmouth Naval Gliding Club.

H.M.S. OSPREY SPORTS

THE ERECTION of the football goal-posts is a sure sign that the summer sports season is drawing to a close. Further evidence is playing off the Inter-part cricket final and the regatta for the Osprey Sailing Trophy.

Next week the Chief and Petty Officers play the Wardroom to decide the holders of the Inter-part Cricket Shield. The shield is at present held by the Long T.A.S. Course, who this year met defeat at the hands of the Wardroom. The Chief and Petty Officers earned their place in the final for the third year in succession by defeating the Miscellaneous Division and the Seaman's Division.

The Osprey Sailing Trophy presented by Capt. C. J. Balfour, R.N., was won for the first time by Lieut. E. J. Sebborn, R.N. Surg. Lieut. R. Coles coxswained home the second boat, while Petty Officer Curtis sailed the first ratings' boat across the line. Each of the six boats in the final were winners of heats sailed during the previous three days.

Bird Watching

TO MANY men, bird watchers seem slightly mad. However, there are many thousands of people in this country who are devoted to this pastime and who run their own clubs and societies for studying and protecting birds. Why do they do it?

This island is directly in the path of migration of birds from Africa and Southern Europe to their nesting sites in Iceland and Northern Europe. As well as possessing a very rich bird population of its own many birds that breed in the far north come to Britain for the milder winter. This exceptional variety of bird life—combined with the widespread liking and interest in animals in the people of this country—explains why we study them and why more is known about birds here than in any other country in the world.

The bird watcher may follow his interest because he is fascinated by the problem of the lives of birds and their behaviour, or because he is an admirer of their great beauty when studied through binoculars, or because this cheap pastime takes him to pleasant places of natural peace and charm. He may be a scientist, a hunter or an artist; he may seek facts and figures about birds (which are of great interest), he may enjoy the thrill of discovering species new to him, or getting close to them in a hide tent or photographing them, or he may enjoy their colour, form and movement.

A bird watcher in the Navy is peculiarly fortunate because he can study sea birds as well as land birds all over the world and thus can gain a wide knowledge vouchsafed to very few. He can follow his hobby literally

everywhere and often even when on duty!

It is no small advantage of bird watching that it is a pastime that can be followed throughout the year and throughout the life of a man. Once bitten by the charm of these wild and free creatures a bird watcher inevitably seeks further knowledge. With this he is extremely well supplied.

There are many excellent books on bird identification at quite reasonable prices. There are books in the Penguin Series, but perhaps the most suitable for a naval man is "A Field Guide to the Birds of Britain and Europe," lately published by Collins at 25s. There are books like Coward's "Birds of the British Isles and their Eggs," in three volumes, published by Warne at 17s. 6d. each, which tell a lot about each type of bird and are well illustrated; there are more expensive books which are encyclopaedias of knowledge on birds, like the "Handbook of British Birds," in five volumes at 25s. each. Finally, there are specialised books on Birds of the Sea or even books on one species of birds, books teaching how to study birds, books on behaviour and on photography. There is a monthly magazine "British Birds," which an enthusiast can take at 25s. a year. A vast field of knowledge is available, open to anyone, who will be limited only by his purse if he can't get at it in a library.

All you need to start with is a quick eye, and a pair of binoculars with a quick focusing adjustment. I can only recommend you to have a go. It's a splendid change from life in a town—or in an iron ship!

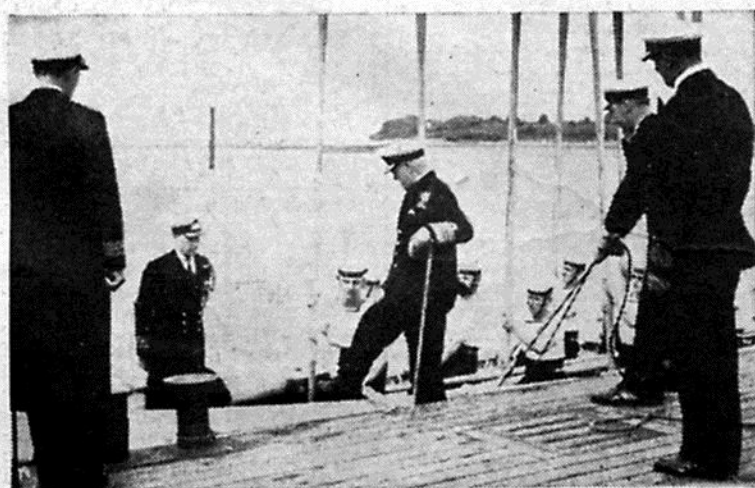
"Aquila"

WHAT'S ON - September, 1954

- 1st to 18th: King's Theatre, Southsea, "South Pacific."
7. H.M.S. Dryad Cinema. "Dial M for Murder," by Strand Repertory Company.
11. Pier to Pier Swim, Clarence Pier to South Parade Pier, at 3 p.m.
14. H.M.S. Mercury. "Dial M for Murder," by Strand Repertory Company, at 8 p.m.
20. 20th to 25th: King's Theatre, Southsea, "Affairs of State." 20th

- to 25th: South Parade Pier Theatre, "A Country Girl."
23. H.M.S. Dryad, Ship's Company Dance at Empress Ballroom, North End.
28. 28th, 29th and 30th: H.M.S. Dryad, Play, "An Inspector Calls," by J. B. Priestley.
29. R.N. Friendly Wives, Song Recital and Committee Election in Wardroom Annexe, H.M.S. Vernon, at 2.15 p.m. All wives welcome.

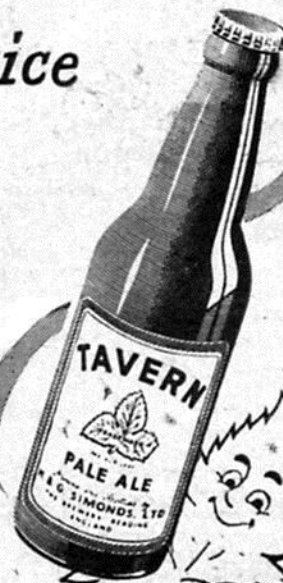
H.M.S. ST. VINCENT



The Commander-in-Chief, Sir John Edlsten, stepping into his barge after an inspection at H.M.S. St. Vincent, Gosport

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COMMAND NEWS

H.M.S. NEWFOUNDLAND

H.M.S. NEWFOUNDLAND was commissioned at Devonport on Guy Fawkes Day, 1952, with a "Pompey" crew. Inclement weather was not enough to mar the evergreen commissioning ceremony.

We left for Malta and working-up trials on January 9, 1953, having remained for Christmas in the United Kingdom. At Mogadishu the ship was ordered to Mombasa owing to the start of the Mau Mau emergency. Fortunately we enjoyed an incident-free period and the ship's company was well entertained before leaving for Trincomalee, arriving on March 25. Here we hoisted the flag of Vice-Admiral Slayter.

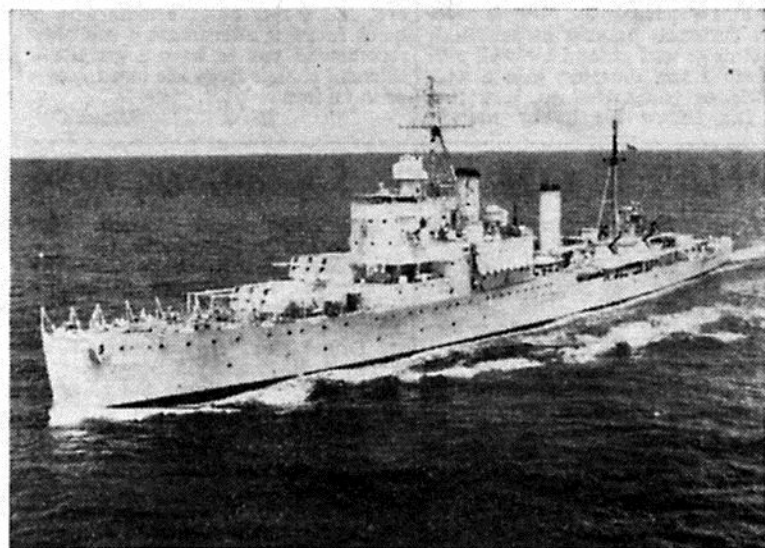
After a brief dock in Colombo we left Trincomalee on May 19 for the East African cruise. Ship's concert-parties at Mombasa and Dar-es-Salaam were great successes and the "locals" thoroughly appreciated the children's parties which the ship's company gave. We also visited Tanga, Zanzibar and Mauritius before returning to Trincomalee on July 21 with the nick-name "Angel Ship," which the crew earned by their good manners ashore.

We were in Colombo during the August riots, but were not much affected by them. We returned to

camouflaged or reluctant to show themselves, for we saw nothing of them until shortly before entering harbour, when we were torpedoed and dive-bombed alternately. The offending aircraft were dealt with severely by a well-trained, 10-inch signal projector, but unfortunately we did not see the torpedo. We did have our moment of excitement, however, when we were called upon to assist the Kron Princessa Ingrid, a large Dutch passenger vessel, which had caught fire about 30 miles to the east of our position. Happily, the fire was brought under control before we arrived, and later she was able to proceed on her way little the worse for her mishap.

A week we shall all remember is that spent as guard ship for the Bembridge Sailing Regatta. The weather fluctuated between gales and downpours for the greater part of the week, with the result that very little sailing was done. Having no harbour, Bembridge is not the ideal spot for liberty men, as the members of the ship's company who spent many happy hours pushing boats off the rocks will tell you.

Our latest "ordeal" has been the whirlwind of Navy Days, which, although very successful, has left us all a trifle breathless and eager to be off on our well-earned leave.



Trincomalee and were then sent up to Diyatalawa for a fortnight's musketry course, which provided a much-needed change.

In late October we left for the Persian Gulf cruise, visiting Bahrain, Kuwait, Mena, Muscat and Bombay. The weather was not cool as we had hoped it might be and our return to Trincomalee ended the monotony of mile upon mile of sand, our companion for five weeks.

On December 14 we left for a three-month refit in Singapore, during which we were accommodated in H.M.S. Terror. The ship's company had a hectic time in the most civilised place we had yet visited and, no doubt, found the local overseas allowance a great help. At the Raffles Hotel we had an enjoyable ship's-company dance, which was enhanced by plain clothes being the "rig of the day."

We left Singapore on March 17 this year to escort the Queen in the liner Gothic from the Cocos Islands to Aden, stopping at Colombo en route. The Queen inspected the ship and was photographed with the ship's company on April 11.

On completion of the escort the ship returned to Trincomalee prior to serving on the Far East Station. We arrived in Singapore on May 27 and hoisted the flag of Rear-Admiral Gladstone, F.O.2, F.E.S. A week later we left for the Queen's birthday celebrations in Penang. Near here we were boarded a terrorist hide-out in the hills. Since then the ship has visited Sandakan, North Borneo, and Subic Bay, Philippine Islands, on the way to Hong Kong. We are now in Japan at Kure, having recently left Sasebo and Inchon.

H.M.S. STARLING AT PORTSMOUTH

AFTER A varied and interesting period, leave is once more upon us.

June was our regatta month. Together with the rest of the Squadron we spent an enjoyable day off Bembridge. The weather, which had been threatening at first, became quite fair, and all the spectators were able to enjoy the races to the full. We finished the day in second place, H.M.S. Boxer being the "cock."

Shortly afterwards we sailed to participate in Exercise "Haul," which saw us tossing about the North Sea in convoy. The "enemy" were either well

welcome that will be waiting from those near and dear, have we done a commission to talk about?

Many changes take place during a period such as this which the new General Service system (explained so well in Navy News's first issue) will reduce. We have had two captains and three commanders, without going through the complete complement. The original "bunch" left Portsmouth in June, 1952, in what is now H.M.A.S. Vengeance, calling at Glasgow, Malta, Aden and "Trinco," and arrived at

but happy leaves with them, but these good times must come to an end.

Fremantle again, and owing to the polio trouble which had curtailed the Royal visit, no leave was given to say farewell to those friends met on first arrival.

On the afternoon of April 1, amidst that most memorable send-off, S.S. Gothic left Australia, and in company with H.M.A.S. Vengeance, Anzac and Bataan, we took up escort duties to Cocos Islands, when we bade farewell, *bon voyage*, to the Aussie ships, and



Singapore in July to relieve the old ship's company back from service in Korea.

Perhaps we started off well with a two- or three-month holiday. Ceylon was taken in hand for refit at Singapore and during that time we lived at Terror (why that name, with all the amenities available?), going to the ship daily. During October the work increased, and by the end of the month we were at sea doing an intensive working-up programme. We left Singapore and joined our base, East Indies Station (Trincomalee) in mid-November.

Our first cruise (as flagship) was to Calcutta (and let's hope that is still the only rough weather we see), but what a reception we were given there! Our job was to "show the flag." Happy memories will long be remembered by all concerned.

Christmas Day, 1952, was spent at "Trinco," then Boxing Day at sea to Colombo, when His Excellency The High Commissioner was taken to Malé, capital of Maldiv Islands. The Maldives will often come to mind as their national anthem is very similar to a famous Scots song, "Auld Lang Syne."

Back to Colombo, and then a 10-week cruise covering the Persian Gulf ports (lovely and cool after "Trinco"), back to Karachi, Bombay, Cochin and so to "Trinco," but didn't stay long. Easter week was spent at Madras.

June (our first 12-month away) and July were fairly quiet; it included our six-monthly docking period at Colombo, and exercises with the combined Indian and Pakistan Navies.

At the end of July we sailed for Seychelles and East Africa, "crossing the line" on August Bank Holiday, a most suitable day for a skylark. Very few had seen Africa before, but a happy time was had by all.

We arrived back at "Trinco" at the end of September, but were spared the monotony of "buoy swinging," for after a fortnight we were away again on another visit to Bombay, Karachi and Cochin. This trip included exercises with the Pakistan and Indian Navies; some heavy shooting by Ceylon surpassed all expectations and all but sunk the target—the target towers had a few days' unexpected leave!

In early December we again enjoyed the wonders of Trincomalee, but only for a week. We left Colombo and our second Christmas, plus another six-monthly docking inspection, returning for New Year to "Trinco" and afterwards another visit to Madras.

The climax of the commission: February 1 saw us at Fremantle, Australia, en route to Hobart, Tasmania, to take part in their sesqui-centenary, where we also had the honour of street-lining for Her Majesty The Queen's visit to this capital.

Sydney was the next port of call, and then back to Melbourne and Adelaide, where again we had the privilege of street-lining for Her Majesty's visit.

A change had been made at Melbourne. Capt. J. Stopford was relieved by our present captain, Capt. R. S. Foster-Brown.

Our visit to Australia enabled many to find lost relations, and some of us "Pommies" were able to enjoy short

were joined by our sister ship, Newfoundland, wearing the flag of C-in-C, East Indies.

Our Australian cruise and Royal escort duties were completed by a visit to the ship, at sea, by Her Majesty The Queen and His Royal Highness The Duke of Edinburgh. This was a great occasion. We marched past Her Majesty, who then visited various compartments and was, finally, photographed with the entire ship's company.

A little longer was spent at Trincomalee this time, but May (together with leave for most at Diyatalawa), once again found us in dock at Colombo (the last!).

On May 25 we sailed for another cruise across the Indian Ocean to a new place for us, Mauritius. Then farther west to East Africa (and what additions have been made since our last visit) where old friends were waiting to renew happy times. Shortly we sail for Seychelles and stay three days, then, at the end of July, back to "Trinco" to meet the new C-in-C.

August is being spent in combined exercises with Indian and Pakistan Navies, and on September 3 homeward bound.

Little has been said of sport. For a while we had an exceptional rugby team. What a pleasure it was to see them play! Football and cricket teams generally hold their own, and the hockey team is not depressed after a couple of bad defeats. In sailing and shooting we have teams to be reckoned with. The amateur concert party has helped many to enjoy happy hours, while raising money for charities.

Much has been left unsaid of places, peoples, the 75,000 who have visited the ship, 3,640 children entertained at parties, the 58,000 miles before arriving home, and the work which has kept the ship going, but if we have left as many happy memories as we carry away with us then our mission of "showing the flag" has been fulfilled.

Yes, a happy commission even if a long one. Now, "Pompey," get our berth ready; E.T.A. will be given later, but the day is October 1.

R. H. J.

H.M.S. DOLPHIN

ANCHORITE PAID a short informal visit to Rotterdam in company with H.M. Submarines Thule, Subtle and Solent and the destroyer Termagant during the second week of June.

At the home of the Dutch submariners we lacked nothing in the way of entertainment, the only person we really felt sorry for was the Dutch liaison officer, Lieut.-Cdr. Murnich, whom we left a limp and forlorn figure on the jetty muttering "Sleep, sleep, sleep, . . ." over and over again.

Apart from the social side, however, Rotterdam is a most interesting port to visit. The third largest in the world, it is increasing in capacity every year and may well catch up with New York and London in the future. The city was practically flattened in the early part of the war and is making valiant efforts to repair the damage. Fifty per cent. has already been completed, which, when you take into consideration that all large buildings have to be

built on concrete piles driven into the soft soil, sometimes to a depth of 60 feet, is a great tribute to the industry and organisation of the Dutch people. Roads in Rotterdam have to be remade every two years, because of the sinkage. We are indeed lucky to live in this country.

Termagant and Anchorite were open to visitors on two days. We in Anchorite were fortunate in that it is difficult for a crowd to run riot in a submarine, but poor old Termagant was swamped; so much so that one small boy of five was literally pushed over the side by the crush, but was rescued with commendable promptitude by the Quartermaster, who dived over and fished him out.

The Dutch submarines Zeeliew and Zwaardvis called in at Blockhouse for a few days after Exercise "Haul," and we were able to return some of the hospitality then.

R.N. BARRACKS

Accommodation

THE IMPROVEMENTS designed for the existing Petty Officers' 114 Mess are now taking shape. One dormitory is completed. It has been quartered off on the style of the reconstructed Anson and Howe Rooms, the hammock-slinging arrangements are removed, lighting is improved and the whole lot repainted. In addition, the new-type lockers have arrived and the room is pleasant and much more "petty officerish." Other dormitories are being similarly dealt with as labour and materials are available. In the lounge, work is going ahead on a long partition from the west door to the dining-hall door. At last a place to hang caps, and it will keep the lounge warmer in winter. On the other side of the parade ground we hope work will soon begin on installing the cafeteria system for the Frobisher Group.

During the past few weeks a gang of workmen could be seen boring through the parade ground just outside the building which houses the Officers' Divisional Course. It is understood that this work is to do with selecting the foundations for the new Petty Officers' Block, which is due to be erected in that area some time in 1956-57.

Events for September

10.—Commander-in-Chief inspects Divisions. This will be Admiral Sir John Edleston's last official visit to Royal Naval Barracks before handing his command to his successor, Admiral Sir George Creasy.

15.—H.M.S. Whitesand Bay recommissions.

Blue Caps

Just a reminder that it is usual to start wearing these on October 1.

D. G. B.

NEWS FROM THE AMERICA AND WEST INDIES STATION

H.M.S. BIGBURY BAY left Portsmouth on April 12 for Bermuda and a further commission on the West Indies Station. During our trip southwards to the Falkland Islands we have visited Antigua, Trinidad, Recife (Pernambuco) and Rio de Janeiro in Brazil, Montevideo in Uruguay and Port Stanley.

The short stay at Bermuda in company with H.M. Ships Sheffield, Cygnet and Burghead Bay proved to be quite an arduous three weeks as we arrived in time to enter for the Fleet sports and regatta. Although we had had little opportunity for training, quite a high standard was attained; Telegraphist Punnett winning the Victor Ludorum with the highest aggregate points for field events.

At Antigua, the ship's company did some valuable work in Nelson's dockyard helping to restore a most historic relic of naval history.

After enjoying excellent social activities at Trinidad and Recife, the next stop en route was at the beautiful city of Rio de Janeiro. It is by no means an easy task to describe the panorama seen on entering the harbour—the huge figure of Christ on the Corcovado Mountains—the Sugar Loaf dominating the lofty skyscrapers—white "edificios"—are perhaps the most outstanding features.

Preparations had been made to ensure a very successful stay and we had the privilege of berthing alongside the elite jetty near the centre of the town. On the day of arrival, June 11, the Brazilian Navy celebrated its sea victory over Paraguay in the 19th Century with a passing-out parade of some 500 midshipmen at the Naval Escola, followed at night by the annual ball at the Brazilian Naval Club at which the ship's officers attended. This was a grand spectacle reminiscent of Regency days with 6,000 people dancing on five different floors, starting at 0100 hrs. and finishing at 0700 hrs. or thereabouts.

The Brazilian Navy throughout our

H.M.S. RINALDO

ONCE AGAIN, H.M.S. Rinaldo, as half-leader of the Fourth Minesweeping Squadron, enjoyed a varied summer programme.

Setting out on our Scandinavian cruise with other members of the Squadron, we unfortunately encountered weather of a highly disagreeable nature and, as might be expected, the morale of the ship's companies was somewhat lessened for a day or two. Spirits were further dampened on arrival at Oslo when we met with continuation of the present "English summer"! Nevertheless, the weather quickly improved and this, coupled with excellent Norwegian hospitality, made our stay thoroughly enjoyable.

We were equally impressed by the welcome given to us by the Danish people in Copenhagen. The famous Tivoli Gardens proving to be an indispensable source of entertainment for the British sailor. After a five-day visit we returned to Harwich by way of the Kiel Canal just in time for the Whitsun week-end.

The advent of the annual Squadron smoking concert, at Portland, brought together officers and men of all ships of the Squadron to a most entertaining evening. The presence of Allen Williams, the well-known B.B.C. commentator, reputed to be adopted by the Fourth M.S.S., being much appreciated by everyone present. He enlivened the atmosphere with his verve and versatility, encouraging other (though possibly more lubricated) amusing contributions.

A return to reality was necessitated, however, by Exercise "Haul," a much involved, but none the less interesting, exercise, minesweeping playing a prominent part. On completion, individual ships made their way to their various home ports. And H.M.S. Rinaldo may now be seen in this, so called, month of August, gradually accumulating her share of underwater growth with the rise and fall of the tide at the North West Wall.

B. R. C.
M. G. M.

H.M.S. CEYLON

H.M.S. CEYLON is probably the last ship to do the full commission (all but, anyhow; yes, two years four months by the time we get back). After all the

Command News (contd.)

stay was most helpful and generous in providing innumerable bus tours to places of interest which included free seats at the Maracana Stadium (three times the size of Wembley) to watch a first division football match. Despite the substitutes, these South Americans certainly know how to make the game fast, thrilling and enjoyable. We were amazed at the firework display which occurred after each goal was scored—apparently a normal Latin-American custom in keeping with our Hampden roar. The ship played a football match against a Brazilian Navy team. After watching the pre-match "kick about" the Brazilians decided we were too good for the original team and subsequently sported their first eleven—result, a handsome win for our allies!

Leading Seaman Pearson, a former Navy foils champion, was invited to a tournament at the Fluminense Clube where out of nine bouts he won five; his opponents included Brazilian and South American champions—a stout effort.

At the conclusion of a heavy run of entertainment, we are now in the cold "freeze" of the Falkland Islands, and in the middle of the Antarctic winter. During the first four days here, the wind was blowing at 60 knots and the temperature just below freezing. Our much-sought-after mail arrives monthly—we hope!

R. Mount

THIRD SUBMARINE SQUADRON

WITH SUMMER leave upon us, it is not surprising to find this contribution somewhat short. Little of note has occurred since the first-leave party went on its way rejoicing. "Second leave's best" has been the cry ever since! When the long faces appeared over the gangway we felt that they could agree heartily, most heartily. Can there be any more rain in the sky to dampen our spirits whilst we are away? We've certainly had a basinful during first leave, and hope that the recent sight of the sun over Rothery will not be the final fling of summer!

Our underwater protégés normally scatter to various southern ports in order to give seasonal leave. This period is no exception though, at the time of writing, we still have Turpin and Truncheon with us.

During our summer term of operations and exercises, we have had the pleasure of working with various N.A.T.O. units which included the Netherlands Submarine O.21 and her attendant vessel, Mercuur. No doubt next term will see an even busier time with visiting ships and actual sea time for Adamant when she eventually arrives to take over from Montclare.

R. J. Bryant

RESERVE FLEET DIVISION—PORTSMOUTH

THE RECENT death of our late chief boatswain's mate, Chief Petty Officer J. S. Hitchcocks, in H.M.S. Glasgow, was heard with much regret. He was particularly well known in Portsmouth boxing circles, having represented the Navy on numerous occasions. He also gave considerable encouragement and training to young boxers, especially in the Reserve Fleet. We offer our deepest sympathies to his widow and young family.

Recent additions to the Reserve Fleet are Loch Quich from the Persian Gulf, and Michael from Singapore; they will be followed shortly by Perseus, Verulam, Mermaid and Peacock.

We are all very sorry to lose our chaplain, Rev. L. Macmanaway, M.A., who has so carefully and assiduously looked after us during the past two years. He goes to fill an appointment in Singapore.

The Blood Transfusion Unit visited Reserve Fleet at the end of July. H.M.S. Excellent very kindly provided facilities for us on shore. There was a very good response from officers and ratings, who gave blood until the supply of bottles ran out.

Ballyruffian

H.M.S. HORNET

Sailing

HORNET CONTINUES to be the popular retreat for naval yachtsmen. Our latest visitor is the 50 sq. metre Lerche, which is now being run by the Polish Naval Association. They propose to rename her Iskra II after a pre-Iron Curtain Polish naval sailing ship.

Marabu did not get her new mast until an hour before the start of the R.O.R.C.'s Cowes-Dinard event and so was unable to take part. She went for a "jolly" to Omstreham instead, which was voted very good value.

The new stick brought her luck at

Cowes. After the first two races she found her form and brought off two thirds and a second.

Dinghy sailing has suffered from the weather, but Hornet has turned out a full entry for all possible races. The enthusiasm of the dinghy men has been rewarded by our present position at the top of the Dinghy Aggregate Competition. Our old rivals from Vernon are pressing close at our heels so, with two races to go, we must keep at it.

Cricket

Hornet entered the finals of the U.S. Cricket Knock-out Competition by beating Dryad at Haslar by 10 runs. Hornet, batting first, scored 135 runs. Lieut. Bird (51) and Lieut. Johnson (26) were the principal scorers. Dryad were 40 for 6 and then made a dramatic recovery and only failed by 11 runs mainly owing to Pullman (47 not out) and Robinson (29).

M. G. M. S.

H.M.S. DAEDALUS

ON ACCOUNT of summer leave and the curtailment of sporting fixtures generally by the wet weather of this deplorable summer, little station activity of interest is to be reported.

During the leave period, H.M.S. Daedalus had the privilege and pleasure of entertaining once again a party of blind men from St. Dunstan's. Volunteers came forward readily to assist the 51 ex-Service men and there was considerable departmental rivalry to provide the best entertainment for them during their week's stay.

At a party of welcome held in the ship's company "Eagle" canteen, 50 Wrens and ratings acted as hosts. On the following day our guests were entertained by the Wardroom Mess. Later they enjoyed a tea-dance (organized by the Chief and Petty Officer Wrens), which was well supported by a number of Wren ratings. The highlight of a jolly evening was the arrival of a Scottish member of the St. Dunstan's party resplendent in the full regalia of his clan to give a highly creditable performance on the bagpipes.

The following day the party visited H.M.S. Vanguard, and in the evening were entertained in the Petty Officers' Mess.

In blustery weather the athletes of the St. Dunstan's party competed in the annual walking race round the perimeter track. This event proved a great attraction and the members of the "field gun crew" acting as guides had to watch their step in order to keep pace with the competitors. Charles Stafford, a veteran of the race, who earlier this year competed in the London to Brighton race, broke his own record for the airfield by recording the fastest lap time of 22 min. 50 sec. Medals were awarded for the first three places by Commodore Fardell, who congratulated the athletes on their fine performances.

More than 150 people attended a ball at Lee Tower on the Wednesday evening organized by the (civilian) Old Time Dance committee. During the year this committee has organized dances at regular intervals at Lee Tower to raise funds for St. Dunstan's.

During their stay a party travelled to Southampton to visit the liner United States, returning to an "At Home" in the Chief and Petty Officers' Mess in the evening.

This happy week will be long remembered by guests and hosts alike.

H.M.S. PHENIX

EVEN THE bird has got the hump in this weather; the only leave consolation as far as I can see is that second leave is always best. With the main party away painters, electricians and their mates descended on the school to beautify everything ready for the new term which will already have started by the time this is read.

A new soccer kick-about has been made, and it is understood that Horsea has gone mad and got the soccer pitch into being.

Although there are a few more games of inter-port cricket to get off it looks as though the shield will be decorating the Supply Division's mess-deck shortly. They will not get the soccer cup so easily.

The Commander-in-Chief inspected Divisions recently; the last time he will visit us before his departure.

Other than "grand uckers," we gather that some more broadcasts are coming this way. Enough tickets have been taken up to fill a coach on Wednesday, December 1, for the England versus Germany match at Wembley. After staging "grand uckers," Wembley will seem like a second home to us. All for now.

"The Bird"

H.M.S. COQUETTE

FIRST AN introduction to NAVY NEWS readers. H.M.S. Coquette is an Algerine-Class minesweeper and leader of the Fifth Fishery Protection and Minesweeping Squadron. The role of Fishery Protection Cruiser takes us far and wide, and in the main to some very interesting places.

The last cruise (summer) was a most enjoyable one, to say the least. Once the natives had recovered from the shock of being at sea we all settled down to the first stop, which was Grimsby, where we were welcomed with the usual Midland hospitality. From there we proceeded to Oslo, the beautiful capital of Norway. We opened the ship to visitors and broke all records, recording an average of 2,000 visitors each day for the two days we were open. After a pleasant stay the ship visited Copenhagen where the ship's company celebrated Her Majesty The Queen's birthday with a visit to the famous Carlsberg Brewery who gave us every hospitality.

Back to England for a visit to Invergordon. Here we heard the news that we had been chosen to take Princess Margaret from Fleetwood to Barrow-in-Furness to inspect the shipyards there and to return to Fleetwood. The ship arrived in Fleetwood three days beforehand and everyone turned to cleaning and polishing the ship from stem to stern till we looked like a smaller version of the Royal Yacht. On the day a guard of honour was paraded and the ship slipped from Fleetwood with the cheers of thousands of people on the sands and promenade ringing in our ears. The Princess had the same reception in Barrow and was received by the local dignitaries. On completion of her inspection we embarked the Princess and made full steam for Fleetwood. On the return passage Neville Duke broke the sound barrier above us for the Princess. Having disembarked the Princess at Fleetwood we all relaxed, each with his own thoughts of a proud day and a good job well done.

Our next call was the French naval base at Brest, where we had an insight into the French naval way of life, and I am sure you will all be glad to know that they have natives with cycles over there too.

After this we proceeded to Portland for working-up exercises for Exercise "Haul," and of course eventually Exercise "Haul." Here we played the part of convoy screen in company with various ships, on the completion of which we came back to Portsmouth for a well-earned summer leave where, we hope, the Navigating Officer and the R.P. Branch regained their sanity.

T. E. Spink

H.M.S. HEDINGHAM CASTLE

SINCE, DURING the first part of August, half our ship's company were on leave, news of Hedingham Castle's movements and activities is somewhat restricted. However, we are pleased to report that during the August bank holiday week-end the ship was open to visitors, 12,000 coming on board. Bank holiday Monday brought forth the largest number, 6,000 arriving to view the ship. Our number of visitors must surely be a record; indeed, on reading the total number of visitors to H.M. Dockyard, Portsmouth, it was evident that the taxpayers intended to see just how their money was being spent.

During our stay in Portsmouth we were fortunate to have seen the Portuguese training sailing vessel Sagres moored in the stream. Her lines, though perhaps not so sleek as some of our modern destroyers, left nothing to be desired in gracefulness.

Portland, August 11: On return to our base we spent our time until Sunday alongside, giving first-leave party a short spell in which to recuperate. Monday found us with our noses to the grindstone again. As a complete change from the usual A./S. exercises, we carried out oiling and replenishing at sea with H.M.S. Albion.

We in Hedingham Castle think we didn't do so badly and no doubt some useful knowledge was gained by those concerned. Fortunately perhaps for us, no fuel was transferred, so the Chief Stoker had no opportunity to strike a gusher, and the First Lieutenant was happy about his paintwork.

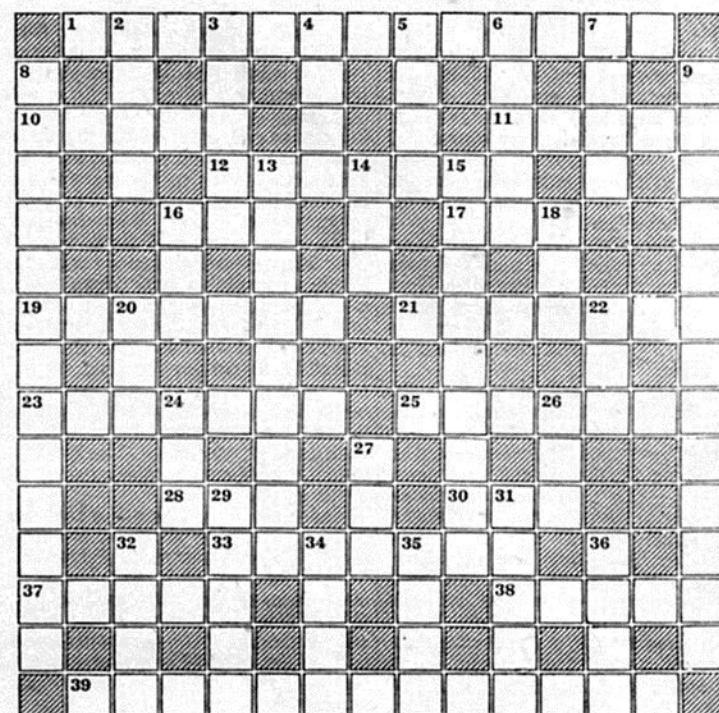
We visit Shanklin as guard ship to the regatta before our second-leave period, which will be from Portsmouth. We are also taking part in the regatta. More news of this at a later date.

On Sunday, August 15, we began our "nine days on the trot" as duty destroyer. We have a further two days after that, making 11 days out of 15 as duty ship. We are now coming up to the half-way mark with plenty of films and crib and ucker competitions in an attempt to subdue the more impatient among the second-leave party, who are straining at the leash. Let's hope the weather will be more kind to them.

J. R. M.

Navy News Crossword—No. 3

A prize of £1 1s. will be given for the first correct solution to be opened on September 21



CLUES ACROSS

1. Len reach Helga for a call at the last stop (8, 39, 9 up may follow) (3 words, 3, 6, 4)
2. Men or animals (5)
3. County town (5)
4. A large number in a trap with the French following (7)
5. Not the Charge of the Light Brigade (3)
6. Wind in proverb (3)
7. A king had this and would spare land (2 words, 2, 5)
8. A hiker gets a letter in, in again (7)
9. True bit to praise (7)
10. See 29 down
11. Note five for rascals. (anag.) (Found in most ships and abbreviated like this) (3)
12. Plurally often wild (3)
13. What you are seeking (7)
14. Animal (5)
15. Means of securing (5)
16. See 8 down
17. First metal or may be leather (4)
18. Elongated throw important in India (5)
19. Help a girl in opera (4)
20. Hold the bag (4)
21. Hot elevenses may be found here, and this there (5)
22. Tour around (4)
23. 39, 9 up. "Where ghost train adds woad to singe funnel top" (anag.) (Westward Ho! By rail? See also 1 across). (8 words, 10, 3, 5, 5, 3, 3, 4, 6)
24. 9 up. See 8 down.
25. Keeping (9)
26. A "potato" comes back this month (3)
27. Aircraft famed in S. America in the days of revolutions (9)
28. Spasm to size? (3)
29. 26. Allow around a mixed container (6)
30. There is footwear in a task I enjoy (3)
31. Not necessarily a black man (3)
32. Large in London, bigger in Scotland (3)
33. See 29
34. See 18
35. Return in waders, Jack! (3)
36. Not the station in 8, etc. (2 words, 5, 7)
37. She is in as cricketers play for this (5)
38. Start the race for the pudding? (4)
39. In the wold to pack (4)
40. Live like 36 (4)
41. Take a letter back to school (4)

CLUES DOWN

1. Len reach Helga for a call at the last stop (8, 39, 9 up may follow) (3 words, 3, 6, 4)
2. Men or animals (5)
3. County town (5)
4. A large number in a trap with the French following (7)
5. Not the Charge of the Light Brigade (3)
6. Wind in proverb (3)
7. A king had this and would spare land (2 words, 2, 5)
8. A hiker gets a letter in, in again (7)
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17. First metal or may be leather (4)
18. Elongated throw important in India (5)
19. Help a girl in opera (4)
20. Hold the bag (4)

CLASSIFIED ADVERTISEMENTS

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement.

Box Number, 9d. extra.

ACCOMMODATION

SUPERIOR board residence in good district of Southsea, well-appointed accommodation and good food.—Mrs. Brooks, "Castelnau," Merton Road, Southsea.

FURNISHED self-contained flat to let, all electric, use of bathroom.—64 Kimberley Road, Southsea.

THREE superior modern fully furnished and self-contained flats, Hayling Island, residential area, directly facing sea and next to the Hayling golf course; available from September 1st; one or two children not objected to; reasonable terms for long tenancy.—Apply Henderson, 9 Woodpath (off Elm Grove), Southsea, Hants. Phone Portsmouth 6644.

FURNISHED self-contained flat to let from September 11th; linen and crockery, etc., supplied; 3 gns. per week.—2 Clifton Road, Southsea.

MALLOW GUEST HOUSE, 82 Whitwell Road, Southsea. Special terms October 1st to March 31st, 1955. Bed and breakfast and evening dinner with full board on Sundays, only 50s. per week for families of Naval personnel. Children welcome.

FURNISHED house to let with garage at Hayling Island; reasonable rent.—Apply 78 Milton Road, Copnor.

TWO FURNISHED ROOMS to let with use of kitchen and bathroom.—44 Rosebery Avenue, Cosham.

TWO FURNISHED ROOMS to let, share kitchen and bathroom; not suitable for children.—33 Wheatstone Road, Southsea.

TWO FURNISHED ROOMS with use of kitchen and bathroom; no children; no linen.—215 Francis Avenue, Southsea.

FURNISHED bed-sitting-room and kitchenette; no children; 42s. per week, including gas and electricity.—20 Northern Parade, Hilsa.

TWO FURNISHED ROOMS with use of kitchen and bathroom; 45s. per week, including gas and electricity.—97 Portchester Road, North End.

RED AND BREAKFAST, 10s. 6d. per week.—8 Grove Road, North Southsea.

FURNISHED bedroom with use of sitting-room and bathroom.—Call between 4 p.m. and 7 p.m. to 89 Laburnum Grove, North End.

TWO FURNISHED ROOMS with use of kitchen and bathroom; no children.—224 Devonshire Avenue, Southsea.

FURNISHED ACCOMMODATION vacant from October 2nd; every convenience; terms moderate.—Fairlight Guest House, 38 Waverley Road, Southsea.

SELF-CONTAINED furnished flat; £3 5s. per week.—43 North End Avenue, Portsmouth.

TWO FURNISHED ROOMS with cooking facilities; share bathroom; Cranewater area; available till May, 1955; 55s. per week, including gas and electricity.—4 Brimbridge Crescent, Southsea.

TWO FURNISHED ROOMS with use of kitchen and bathroom; £2 per week.—136 Eastney Road, Southsea.

DOUBLE bed-sitting-room with use of kitchen and bathroom, 27s. 6d. per week, including gas and electricity.—3 Folkestone Road, Copnor.

FURNISHED flat to let.—57 Liss Road, Southsea, Phone 32843.

TWO FURNISHED ROOMS with full use of kitchen, 32s. 6d. per week incl. gas and electric.—11 Renny Road, Fratton.

FURNISHED HOUSE for long let under Admiralty Housing Scheme. One child taken. £4 10s. per week.—185 Westfield Road, Southsea.

LARGE furnished bed-sitting-room. Room for one child if necessary.—63 Copnor Road, Portsmouth.

LARGE BED-SITTING-ROOM with use of kitchen and bath. Reasonable terms.—25b Kingston Crescent, Portsmouth.

TO LET for two years, vacant September 9, 1954, furnished detached bungalow of 4 rooms (2 bedrooms), plus kitchen, bathroom (h. & c.) and garage; well-kept gardens; 4 gns. inclusive; can be viewed any afternoon or evening.—Address: Inglemere Green Lane, Clamfield, Hants.

SITUATIONS VACANT

WANTED.—Married couple as chauffeur/gardener, wife, domestic duties and cook; country situation; £520 per annum paid weekly and good cottage.—Apply with references to G. Wyman-Abbott, Stubbington House, Wansford, near Peterborough.

A.C. COSBOR LTD. require marine radar service engineers and invite applications from ex-naval radar maintenance staff; suitable men will be given training (with pay). The service department is based in London but, in addition, there are vacancies in some of the principal United Kingdom ports. Salary after training, £500 per annum.—Apply the Manager, Equipment Servicing Department, A.C. Cosbor Ltd., Canterbury Grove, West Norwood, London, S.E.27.

PERSONAL

MERCHANT NAVY rating wishes to correspond with H.M.S. Superb rating on topics of general interest and ships.—Write Alf Given (Steward), O.T.E.V. Queen of Bermuda, Victualling Department, Furness Bermuda Line, Pier 95, North River, New York, N.Y., U.S.A.

TRADE

HOUSE OWNERSHIP.—Do you desire house ownership? Why pay excessive rent? House purchase with endowment assurance, with reduced premiums for naval allotment, ensures security for the future.—Write for full particulars, without obligation, to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

FOR SALE

SHOW SIAMESE and PERSIAN studs available, and kittens usually for sale. For particulars of Blue Persian Cat Society 16th Championship Show, Great Russell Street, London, October 6, write to Show Manager, Mrs. A. R. Cook-Radmore, Seven Oaks, Coppland, Hants.

£700.—Very well-kept modern house; 2 bedrooms, 2 reception rooms (with tiled grates), large kitchen, separate bathroom, nice garden.—9 Raglan Street, Southsea.

WANTED

TREADLE MOTOR required, details to Box 12; bench drill wanted. Box 13.

700 MILES WEST OF FREETOWN

THIS STORY is about 50 people who, in 1941, took to a lifeboat a little larger than a Service motor cutter. The boat was waterlogged, devoid of food and water and ill equipped. When, after five days had elapsed, she was sighted by a Spanish liner about 700 miles west of Freetown, only seven survivors remained to tell the tale; the remaining 43 having died, some of them hideous deaths.

I was ordered to take passage in an Anchor Line vessel of some 6,000 tons which was routed to Bombay from Liverpool via Capetown. From Bombay, I would have taken another ship to Aden, up the Red Sea and so to Alexandria.

The crew of the liner were in the main lascars and Goanese, and as there were insufficient ship's officers, naval officer passengers were asked to take charge of the lowering of some lifeboats should it ever become necessary. My responsibility was No. 8 boat which was at the port after promenade deck, near the bar!

Gradually the weather, at first cold, became warmer, coats and mufflers were put aside and passengers began to take an interest in upper deck games. A few of us decided to turn out a little earlier each morning for a few minutes' P.T. and run round before breakfast. This effort did, I feel sure, stand us in good stead a few days later.

All was well, however, until the 13th day at sea. On March 25, 1941, the P.T. party had done their stuff and were resting on the rails when one of them casually remarked, "Look, a ship—the first we have seen since leaving the convoy." Sure enough there was a ship appearing over the horizon. Thinking nothing more about it we went below. I was half-way through shaving when the alarm bells sounded. The ship we had seen was a well-armed German surface raider.

Everyone knew what to do when the alarm bells sounded. Dress quickly, get a coat and sun helmet, grab valuables and spread about the ship to lessen casualties.

I thought the bar a good place as any—in addition it was near the boat I would have to lower if the necessity arose. The raider's first salvo destroyed our one and only gun with its entire crew. At about that time I realised that a photograph of my wife was still in my cabin so I dashed down below to get it. I was on my way back to the bar when the crash of another salvo was heard. Carrying on upwards I found the bar had disappeared and the wireless compartment on the next deck up was ablaze. Since the firing, our ship zig-zagged and made smoke in an attempt to spoil the enemy's gunnery. But to no purpose, as we were repeatedly hit and eventually brought to a standstill, with fires burning in many places and dead and wounded lying about.

At 0930 hrs. the enemy closed and ordered us to abandon the ship. Continual short blasts on the whistle sent us scurrying to lifeboat stations. Those not required for lowering boats took what wounded they could with them.

Having got my boat full I lowered her into the water, after which I intended going down two decks to get in the boat myself by means of a chain ladder rigged for that purpose. I was surprised, therefore, apart from annoyed, to find that No. 8 boat had left the ship's side by the time I got to the ladder. As I did not relish get-

ting wet before time I dashed round looking for another boat and found No. 10 being got out from the poop. The job was not easy because the place was in rather a shambles. After a lot of fussing a crowd of us got her into the water and manned her by sliding down ropes hanging over the side. This boat sank almost to the gunwales because of the holes made in her by the raider's first salvo. The buoyancy tanks were intact and these kept the boat afloat—just. At last we embarked all those available and began to pull away from the ship. Pulling a waterlogged boat full of people is hard work but having cleared the ship the raider closed in to deliver the final blow. A few well-placed rounds below the water line sent our ship beneath the waves in a very short time. With her went tons of war stores. The raider retired at high speed, never to be seen by us again.

There we were, with other boats and rafts, on a fairly calm sea but heavy swell, 700 miles west of Freetown.

Episode one, as it were, over, the occupants of the boat looked about them. Other boats were either making sail or pulling, their occupants waving to each other—all except for one boat-load which, like ours, was waterlogged. It carried a stewardess and a few Goanese so we took them into our boat. We also took in two rafts which had been set adrift from another boat now under sail. The occupants of No. 10 boat now consisted of 12 Europeans, 38 Goanese and lascars.

An attempt to bail out the boat was made with sun helmets, caps, and anything which would hold water but very little impression was made. As we could not sail or pull a waterlogged boat for any distance and the sea was becoming rough, it was decided that the only thing to do was to keep the boat head to sea by means of a stern oar. It may sound curious but it is nevertheless a fact that no one thought of or mentioned food or drink until the evening. It was then realised that if any provisions were intact in the boat they would be well under water and would have to be groped for during daylight next day. During the night, we could see flashes from torches in other boats but at daylight on March 26 only one boat could be seen and she was hidden from time to time by the heavy seas. It was with great joy that we found a sea anchor. Once out this was a great help. Further search of the boat disclosed a lamp (without oil or wick), some flares, but nothing in the food and drink line. The flares, if dried, might be useful, but we had nowhere to dry them—we were sitting waist or breast high in water.

During the day we found a sail and with the aid of an oar and spare cordage it was rigged to help keep the boat up to the wind. Other activities included look-out duties and diving to find and attempt to plug shell-splinter holes in the boat. This latter occupation ceased very abruptly when the first shark was sighted. During the late afternoon one of the rafts on which three lascars had taken temporary passage, was set adrift by another lascar. We never saw the three raftsmen again.

Then salt water drinking began—it was pitiful to watch.

The unfortunates would gaze at the water for a long time and then suddenly scoop some up their hands. Having tasted, their thirst would grow

until they drank more and more, eventually being violently sick and then either going stark raving mad or lying down to die. By lying down in this boat they were automatically drowned.

Everyone was looking a bit rough after two days of being three-quarters submerged, buffeted about and knocked by oars each time the boat moved and without food or water to keep them going. So passed Wednesday, March 26. When it was dark the dead bodies were divested of their lifejackets and thrown overboard. During that night we lost sight of the other boat, the wind grew stronger, the sea anchor was carried away and there was no more suitable cordage with which to construct a substitute with the oars.

On Thursday morning we rigged a canvas screen to keep out some of the spray.

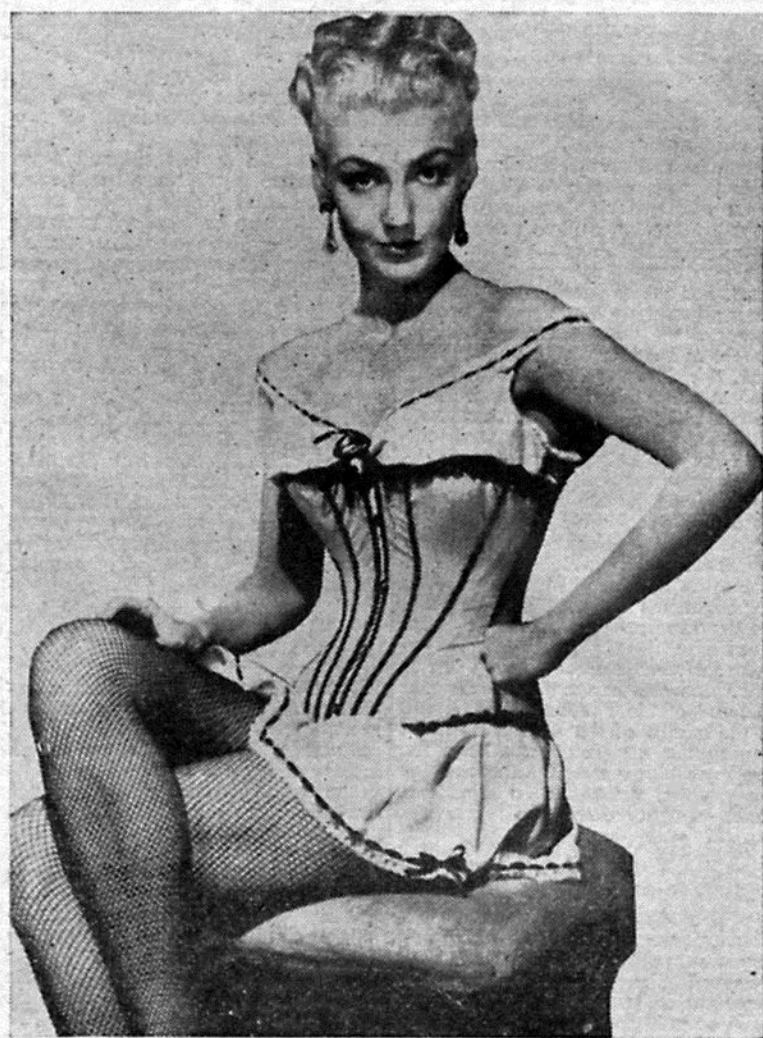
The skin on our bodies below water was crinkled like a woman's fingers after doing the week's washing. Every knock on our bodies produced hideous salt-water sores and it was agony to move from one position to another.

The first white casualty occurred that day when the ship's gunner went completely mad and jumped overboard. He could not be reached in time before he was seized by a shark, several of which now lurked about the boat.

Then another white began to rave but was with difficulty held down until he quietened. During the day we lost nine more of our coloured band. On Thursday evening two flares were lit but did not produce any answer. That night passed in comparative silence. Now and again a groan of departing life could be heard and a search of the boat next morning yielded 12 bodies—two of them white.

By this time most of us were somewhat delirious but nevertheless determined to keep going. We all were very weak. During Friday morning a white went over the side, and with an energy which should not have been possible at this stage, swam away from the boat. Despite orders to remain in the boat the ship's apprentice went after him. He was eventually seized but not before a shark had taken a piece out of his leg. We bound his wound as best we could with a shirt. The man he set out to rescue had now disappeared. During the daylight hours we suffered eight more coloured deaths. This left us with eight whites, including the stewardess, who throughout had conducted herself with the utmost fortitude, and five coloured men. We now could not speak but croaked at each other like frogs. We learned that the stewardess was a widow who had lost her husband when his ship was torpedoed during the first World War.

The night of Friday was a terrible one. Men were ordering drinks from an invisible waiter and cursing him when they were not forthcoming, and the boat was as though full of mad frogs. The apprentice was making horrible noises and we guessed his wound was troubling him. Two or three of us more or less in possession of our senses were certain that the next day would be a very critical one, but we soon forgot our troubles at the sight of rain clouds. How we prayed for rain that night, feeling that just one cupped handful would keep us going for days. None came, however. That night the apprentice died in my arms. The next morning, Saturday, March



The saloon girl with a heart of gold becomes a vital and memorable character as portrayed by Delores Moran in the forthcoming Technicolor suspense drama "Silver Lode"

29, began with the usual painful groping for bodies and we found those of the stewardess and three lascars. During the day, with failing strength but determination we continued bailing. In the afternoon an object drifted alongside and our hopes were raised in anticipation of provisions. It turned out to be a cork fender. Our disappointment was acute. The rest of us now realised that without water very soon we would die. We were not only parched and tired but utterly exhausted through exposure and lack of rest since taking to the boat. To have slept would have meant inviting death by drowning. It is a curious fact that although the body does not receive water it can still pass it. We simply had to moisten our lips that evening and did.

During the days in the boat we were able to know the time from a waterproof watch carried by one of the whites. At 1900 hrs. on this 29th day of March, 1941, someone croaked, "A ship—a ship." We had heard this before from others who, after calling out, had collapsed and died, so at first we took no notice. This time, however, the croak was insistent and—yes, it was a ship.

I cannot to this day describe my immediate reaction but do remember firing my torn off shirt with a flare lit by someone else.

The remaining lascar collapsed with excitement and died. It was getting dark and the ship burned a searchlight—I can remember wondering whether it might be an enemy ship, but even so I thought they could not refuse us water.

Eventually a boat from this ship came alongside ours. We were hauled out, our boat was sunk and we were soon being hauled up the side of our rescuing ship. I passed out and next remember being in a luxurious bed. We had been picked up by a Spanish liner bound for Tenerife. There the story ends, except to say that we were cared for extremely well, and during the early hours of April 3 were landed at Tenerife and put into a Spanish clinic. The survivors were interned for a time by the Spanish authorities—but that is another story.

GOING ASHORE?

Daily: South Parade Pier. Theatre to 18th. Evenings at 6 and 8.20 p.m., "Knights of Madness."

South Parade Pier Deck Bandstand. Nat Younkman and his Orchestra, at 3 and 7.30 p.m. Final night, 19th.

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Southsea Aquarium, 10 a.m. to 10.30 p.m.

Southsea Roller Skating Rink, 10 a.m. to 10.30 p.m.

Savoy Ballroom. Dancing. Big band every Friday night.

Theatre Royal, Commercial Road, Portsmouth. Variety.

Mondays: Greyhound Racing, Target Road, Tipner, at 7.15 p.m.

Tuesdays: Greyhound Racing, Target Road, Tipner, at 7.15 p.m. Old-Time Dancing, Rock Garden Pavilion, at 7.30 p.m.

Wednesday: South Parade Pier. Firework Display until 15th. 1st and 8th: South Parade Pier. Bathing Beauty Contest. South Parade Pier. Gala Night.

Fridays: South Parade Pier. Gala Night. Greyhound Racing, Target Road, Tipner, at 7.15 p.m.

Saturdays: South Parade Pier. Gala Night.

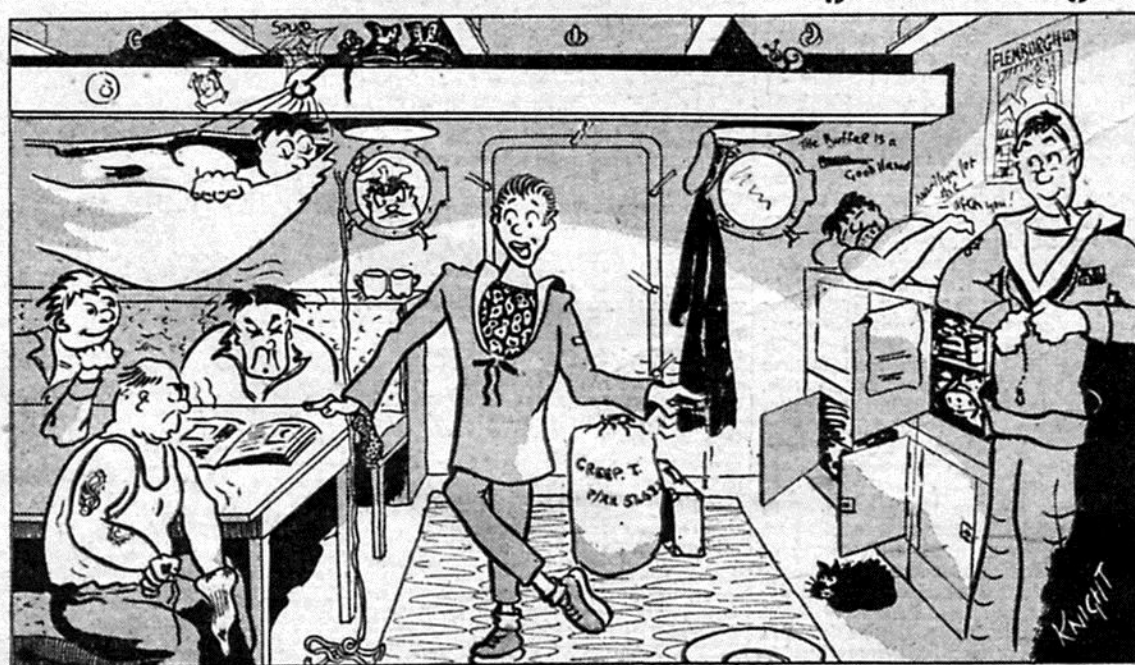
ODE

I've often touched my toes and bent To receive my corporal punishment, Yet despite the ones and twos Which raised the dust from out my treads, I've often stood and moralised And wished my stern were vulcanised.

H. G. Middleton

A La Mode . . .

by D. B. Knight



"Well, I didn't want to look silly when I went to the Palais, did I?"

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